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The China Mail

ESTABLISHED 1845

October 25, 1919, Temperature 61.

Rainfall 0.00 inch.

Humidity 74.

October 25, 1918, Temperature 74.

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HONGKONG, SATURDAY, OCTOBER 25, 1919.

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TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

KING OF SPAIN AT VERDUN.

FULL OF EMOTION.

PARIS, October 25.

The King of Spain was at Verdun yesterday and laid a wreath of orchids in pious homage to the dead French defenders. The King is to visit the entire battle field. Marshall Petain told him the story of the struggle. After special visits to the forts of Douaumont, Vaux, and Cote du Poivre, King Alfonso went to the citadel and signed the golden book and left for Paris filled, as he said to Petain, with immortal pictures and a heart overflowing with emotion.

LABOUR LEADERS AND DIRECT ACTION.

CAUSE OF THE COLLAPSE.

The decision of the executive of the Triple Alliance to postpone the ballot of the miners, railwaymen, and transport workers on the taking of direct action to coerce the Government and again to call together a full conference of the three organisations to reconsider the decision of the Caxton Hall conference, is virtually a belated admission of failure on the part of the extremists in those great organisations. The policy of daily daily which has hung up any attempt at direct action from April to August was a virtual admission on their part that there was no real driving-power behind the threat of shutting down those three great industries on whose regular work the ordered life of the community depends. The danger of direct action by the Triple Alliance mainly centred in a short, sharp strike, paralysing the industrial life of the nation. If the extremists who planned the revolutionary policy of using the strike weapon to overthrow Parliament and the Government and compel the community to do the bidding of an organised minority had any confidence in their own power to control the members of their organisation they would have forced the pace by the taking of an immediate ballot.

Instead of taking direct action they adopted the slow, cumbersome method of appealing to the Parliamentary Committee of the Trades Union Congress to convene a conference of all the other trade union organisations to join hands with them in their revolutionary designs. The reasonable and reasoning men who form the Parliamentary Committee of the Trades Union Congress were not enamoured of such a proposal, and they held it up for their ordinary monthly meeting. Then they considered and promptly shelved it by deciding, not on a "Gowd" tool policy, but on an interview with the Prime Minister. The extremists were curiously content. They waited on the course of events, and the wheels slipped by, until the meeting of the Labour Party Conference at Southampton. This was their opportunity for much more will and belated talk, the result of which was more delay, with the decision to call yet another conference of the three constituent bodies of the Triple Alliance. This conference affirmed by a majority the principle of direct action, and decided to take a ballot, DAILY-DAILY REVOLUTIONARIES.

Three months had already slipped away, and one would have thought these dilly-dallying revolutionaries would without any further delay have issued the ballot papers and seen whether their members were ready or otherwise to take the community by the throat by shutting down coal production and paralysing the transport industries. Nothing of the kind. It takes the officials another month to think over whether they will or will not carry out the decision of the Caxton Hall meeting. And, having taken a month and failed to make up their own minds as to whether they will or will not carry out the mandate, they come to a decision again to consult a full conference. This record of delay in testing their members as to whether they were prepared to use the weapon of strike action, which they have held as a threat against the community for four months, shows as much lack of courage in putting threats into action as of confidence in the support of their members. It looks as if it was a threat to use a weapon which the extremists feared would break in their own hands. This is not all. There is another and more satisfactory side. The threat of a general strike to "overthrow" Parliament has brought these "responsible" trade union leaders who believe in constitutional action into the open against

the extremist minority in their organisations.

EXPLANATION OF THE DECISION.
Miners' leaders, such as Mr. William Bruce, M.P., and Mr. Vernon Harcourt, in the South Wales central, Mr. Stephen Walsh, M.P., Lancashire, Mr. William Carter, M.P., in Nottinghamshire, and others, have faced the conspiracy against constitutional government with firmness and courage, and unmasked its menace to the workers. Mr. J. H. Thomas, M.P., has used his great influence in steadying the more impulsive forces in the railwaymen's organisation, and bringing them to a sane view of the real issues involved in strike action against the community for political purposes which had failed to secure the approval and the vote of the great majority of the workers. Then Mr. James Sexton, M.P., and Mr. Ben Tillett, M.P., have also given similar services to their country in the transport organisation.

The presence of Mr. Thomas, Mr. William Bruce, and Mr. James Sexton at Tuesday's meetings of the Triple Alliance executive is no doubt the explanation of the decision which has been reached to delay further the ballot and again to consult a full conference as to whether this strike proposal should be altogether abandoned. A word of recognition is also due to Mr. J. R. Clynes and to Mr. Arthur Henderson for their efforts to keep the trade unions from so gross an abuse of the strike weapon. For the danger of such action has passed. But no one who has knowledge of the forces which are at work would say that the country is free for any length of time from similar dangers. Those who were responsible for this threat of revolutionary action will be seeking other avenues of mischief for working their purposes. It may be nationalisation of mines or railways, or some other matter. But whether that happens or no, the substantial service is that this threat has brought out into the open the responsible, reasoning men in the trade unions and proved that if they will only stand up with courage and determination to the extremists in their own ranks they can not only meet them, but beat them, and carry with them the support of the great mass of the workers.—Daily Telegraph.

MOTHER'S PLUCKY ATTEMPT TO SAVE FALLING SON.

A mother's plucky attempt to save her son as he was falling from a train was described at a Kendal (Westmorland) inquest on Ernest Knowles, aged 6. The boy was travelling with his parents to Grange-over-Sands (Lancs.), and his father left the train at Carnforth, shutting the door on re-entering, though he could not say whether it was securely fastened. When approaching the destination, Mrs. Knowles helped Ernest into his coat, and the boy suddenly fell back, wards through the doorway. The mother tried to save the lad, and would have fallen on to the line as well if her husband had not dragged her back. Mr. Knowles said that he pulled both communication cords, but the train travelled half to three-quarters of a mile before stopping. The boy was run over. Railway officials said the doors were properly closed at Carnforth, and denied that the train travelled the distance alleged after the cords were pulled. The guard said it did not travel farther than a hundred yards. A verdict of Accidental Death was returned, with a rider that the door became open owing to being insecurely fastened.

THE GOLF CHAMPIONSHIP

A. B. STEWART AND LT.-COL.
COLES FOR THE FINAL.

Yesterday afternoon, Lieut.-Col. Coles defeated S. H. Dodwell in the semi-final of the Golf Championship by 1 up. It was a very close game and was decided by the last putt on the last green. The final over 88 holes will take place on Sunday, and is sure to be a close contest.

The other semi-final was played on Wednesday afternoon, when A. B. Stewart beat Major Leslie Smith by 3 and 2. Stewart played very well and had only one bad hole—the 9th. Here he got into serious trouble and, after trying to get out, had eventually to give up the hole. His first four holes—1, 3, 4, 4—won him the match, as he was 8 up at the 4th and, doing seven holes in 27, was still three up at this stage. His temporary lapse caused him to be only 1 up at the turn; but he increased this lead and won comfortably. Major Smith played very steady golf, his short game being almost perfect, and Stewart, by beating him and playing so consistently for the last fortnight, is undoubtedly the favourite for Sunday's final.

THE JUNIOR CHAMPIONSHIP.

The following matches in the 3rd round of the Junior Championship are due to be played by Sunday:—
A. Murdoch v. Lt.-Col. Kilgour.
H. Scott v. J. W. Frank.
H. J. Gedge v. J. E. Sharpe.
H. West v. Col. Clement-Smith.
Capt. Arthur v. A. K. Henderson.
Capt. Murray v. J. T. Kidd.
R. L. Moncrieff v. C. C. Stark.
E. R. Hallifax v. G. B. Leyton.

WEEKLY SHARE REPORT.

Messrs. W. Logan & Co. report on October 24:

Our market during the week under review has been more active but business has principally been confined to liquidations for the forthcoming settlement on the 25th inst. Indo-China and Electric shares have considerably advanced in price with few shares offering. The Shanghai market closes dull owing to the continued tightness of money.

Banks.—Hongkong and Shanghai Banks, business has taken place at \$83.5 and more shares are wanted at that figure. There are a few shares available at \$84.

Marine Insurance.—Cantons, business has been done at \$440. Unions have sellers at \$210. North China are wanted at Tls. 200 and Far Easterns at Tls. 28.

Fire Insurance.—Hongkong Fire after business at \$350 have buyers at \$347. China Fire remain nominal at \$138.

Shipping.—Dredgers are wanted at \$83 cash and December delivery \$88. Steamships are weak with sellers at \$24. Indo-China (deferred) are in strong demand buyers offering \$208 cash and \$215 December delivery. Shell Transporters are nominal at 185/-. Star Ferries have sellers at \$89 and buyers at \$81.

Refineries.—China Sugars are in strong demand at \$174 cash and \$178 December delivery. Malabars remain quiet with sellers at \$45.

Docks and Wharves.—Kowloon Wharves, have eased off owing to work holders for this settlement being compelled to sell and shares have changed hands in considerable quantities between \$110 and \$106. Hongkong Docks also are quiet for cash business have been done at \$175 but the forward rates remain strong shares have been dealt in for December at \$182.

Cottons.—Shares are quiet for cash but Shanghai have extended their operations to March delivery and are paying heavy rates for that month. The following are the latest prices: Ewos Tls. 390, Kung Yicks Tls. 41, Lan Kung Mows Tls. 240, Orientals Tls. 140, Shanghai Cottons Tls. 260, and Yangtzeapocs Tls. 21.

Miscellaneous.—Cements: Have been done at \$7.80. China Lights have buyers at \$7.4 (old) and \$5.1 (new). Hongkong Electric have jumped from our last quotation of \$80 to a buying rate of \$80. Hongkong Ropes have buyers at \$28. Steel Foundries \$10, Watson's \$8.10, Powells \$12 and Wisemanns \$29.

CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness, cramps of the muscles, bruises and like injuries as Chamberlain's Pain Balm. It will effect a cure in less time than any other treatment. For sale by all Chemists and Storekeepers.

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Latest Models Just to Hand in Blackout
Visit Kid, Call Patent Leather, Etc.

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G. P. LAMMERT.AUCTIONEER, APPRAISER
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THE Undersigned has received instructions to sell by Public Auction

TUESDAY, October 28, 1918,
Commencing at 2.30 p.m.,
at his Sales Rooms, Duddell Street

A Quantity of
Valuable Household Furniture,
Comprising:—

Teak hatstand with bevelled mirror,
tapestry covered drawing room suite,
easy chairs, teak overmantel, desk,
bookcase, card table, Bronze ware,
pictures, vases and ornaments,
etc., etc.

Teak dining tables and chairs, teak
sideboard, chiffonier, dinner waggon,
tea table, ice chest, dinner service
electro-plated ware, cutlery and glass
ware,
etc., etc.

Double brass mounted iron bedstead,
teak wardrobes with bevelled glass
doors, teak dressing table, washstand,
chest-of-drawers, toilet crockery,
etc., etc.

Also
A few pieces Blackwoodware.

And
1 Remington typewriter,
1 Underwood typewriter,
1 Oliver typewriter,
1 Treadle Sewing Machine.

On view from Monday, the 27th inst.
Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, October 22, 1918.

THE Undersigned has received instructions from A. D. KIRKIN,
Esq., to sell by Public Auction,

WEDNESDAY, October 29, 1918,
commencing at 2.45 p.m.,
at No. 5 Humphreys Building,
Kowloon.

A Quantity of
Useful Household Furniture,
comprising:—

Chesterfield couch and armchairs,
lady's blackwood desk & flower stands,
teak writing table & bookcase, teak
card tables, brass fender, Japanese
screen, brass electric standard lamp &
table fan, curtains, carpet, rugs,
etc., etc.

Teak extension dining table and
moreover covered chairs, teak sideboard
with bevelled mirror, teak ice chest,
dinner services, teak flower stands,
side tables, cooking utensils, rattan
ware,
etc., etc.

Teak twin bedsteads, teak single
& double wardrobes with bevelled
mirrors, teak dressing table, tiled top
washstand, chest of drawers, toilet
crockery,
etc., etc.

Also
1 Small Steel Safe by Herring-
Hall Marvin Co.

1 Victrola with Records.
On view from Tuesday, the 28th
inst.

Catalogues will be issued.

Terms:—Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.
Hongkong, October 22, 1918.

THE "CHINA MAIL."**NOTICE.**

Communications relating to news should
be addressed to THE EDITOR.

Correspondents must forward their
names and addresses with any communication
addressed to the Editor, not necessarily for
publication but as evidence of good faith.

All matter for publication should be
written on one side of the paper only.

Letters relating to business should be
addressed to THE MANAGER.

Rate of subscription to "China Mail" is
\$38 per annum; per quarter and per month
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The "China Mail" is delivered free at
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Postage is charged at the rate of fifth
cents per month.

Orders for extra copies of the "China
Mail" should be sent as soon as possible as
the supply is limited. Cash 10 cts., Credit
20 cts. per copy.

Rate of subscription to the "Overland
China Mail" is \$12 per annum; postage
\$1 per annum extra. Single copy twenty-
five cents each.

Alterations and additions to Advertisements
on Pages 2, 3, 4, 7, 8 and 9 should
be sent to the Office, No. 6, Wyndham
Street, not later than 11.30 a.m.

Alterations and additions to Advertisements
on pages 1, 4, 5 and 10 should be
sent as soon as possible, not later than 1 p.m.

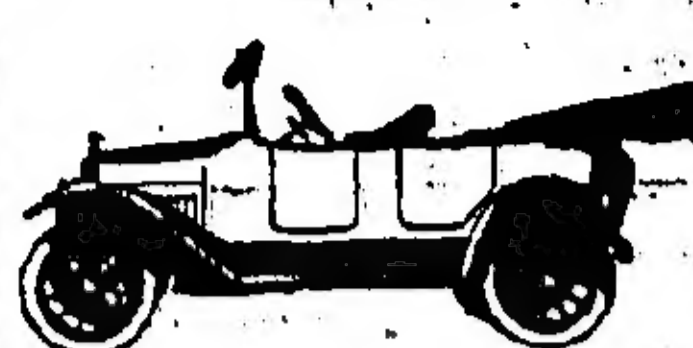
New Advertisements should be sent in
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Advertisements and Subscriptions which
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MUFFLERS.
SMART MILLINERY.

The China Mail.
HONGKONG, SATURDAY, OCT. 25, 1919.

ADVERSARIA.

A certain man that BANANA SKIN held high office LEGISLATION stepped one day on a piece of banana skin. It is a law of nature that when the feet of a man shoot forward from beneath him, his head must go backwards. In this posture instinct causes a convulsive movement towards the re-establishment of equilibrium. This movement partly consists in the body describing a right angle like the blade of a half-opened pocket knife. At that point in time when the perfect right angle is achieved, the apex of the man is usually coming into abrupt contact with the ground. The reader may safely take our word for it, without experimenting, that there is an element of mental shock involved in this impact. Reason is thereby ungested. An habitual gentleman will at such moments utter remarks that he would not release in cold blood and a drawing room. In the case of the high official in our parable, emotion continued for a while to usurp the seat of reason, or what Wordsworth would call "emotion remembered in irritated retrospection." While in this condition he procured the passage of a law, or of a regulation or departmental order having the force of a law, that henceforth in Hongkong bananas should be contraband. They should not be imported, grown, stored, sold, or eaten, under penalty. This is not history. It is a parable. There has been too much banana skin legislation in this Colony, too much law manufactured to meet exceptional or merely sporadic circumstances and cases.

Legislators need AN HISTORIC much longer vision EXAMPLE than they sometimes seem to have. All "amending ordinances" (and you know how common these have been here) are in themselves evidence that the original ordinance makers had overlooked something. Some allowance must be made for human error, as an historic example shows. But in Hongkong that allowance has been more generous than legislative foresight has been extensive. This we hope to show before we end these notes. The illustrative example from history at present in mind is obvious. It was once enacted in Bavaria, obviously with the best intentions for the commonweal, that no marriage should be allowed except where the authorities were assured there was a reasonable prospect of the parties being able to provide for their children.

dren. *Prima facie* an excellent law, and one that those at Home bewailing "improvident marriages" have yearned for more than seldom. Its most conspicuous result, however, was that half the births afterwards were "illegitimate." At Home even now ecclesiastical opposition to divorce increases the sin of adultery. A more striking example is afforded by British interference with the slave trade on the west coast of Africa. There was a movement to which no decent man would raise objection. But our naval work and expenditure, led to a change in the build of the slaves, by which, to increase their speed, they reduced the space occupied by the slaves to an intolerable narrowness, and increased the mortality. For a long time our efforts aggravated the sufferings of the slaves without sensibly reducing the trade in them. It was other measures which by reducing the demand, and so making the trade unprofitable, eventually killed it.

So far as we can NEWSPAPER ascertain, it is due to a few irascible, liverish people here, whose nerves are so habitually on edge that the "pestering" of the newspaper sellers on the streets sends them into crazy rages, that a law, or a by-law, or a departmental regulation having the force of a law, is now being enforced. It limits the number of newspaper sellers to whom the Police are willing to issue licences, at two dollars a head. We are not going to emphasise the facts that these poor people are earning an honest living and at the same time are a convenience to the newspaper buying public. That is so, but our other arguments are so strong, so transparently valid, that we do not need to make any appeal as *misericordians*. That law, or by-law, or police regulation, is what we call banana skin legislation. Some irritable person was once interrupted by a newspaper seller, just as we are constantly interrupted, pestered, shouted at, by chair coolies and ricksha pullers. There is no difference, except that the newspaper pesterers are less frequent, less continuous. Do the Police, therefore, arbitrarily restrict the issue of licences to chair and ricksha men on that account? Perhaps they have overlooked it, and will now do so. Let them reduce the number of chairs and rickshas at once by 75 per cent. Our liver is out of order, and they annoy us.

OUR STRONGEST ARGUMENT. At Home the newspaper sellers are not regarded as hawkers. They are not. Because there the liberty of the Press, the freedom of the Press, is recognized as a valuable national asset, and the street sellers are recognized as an integral part of the machinery of the Press that must not be thwart-

ed, or intimidated, or hindered. What the Hongkong Press was doing when it allowed the local Panjandrum to impose this two dollar licence on newspaper sellers we cannot now imagine. But the time has come to take it off again. Certainly the time has come to protest against the arrogant pretension that they have any right to limit the number of newspaper sellers. We submit respectfully to His Excellency's consideration a point that might otherwise not occur to him. His shrewdness is well known, and a hint will suffice.

MAY IT PLEASE YOUR EXCELLENCY. As a public-spirited newspaper it may be our duty on occasion to criticise the Police Department. The Police Department is entrusted with the issue of licences to newspaper sellers, and at present it is entrusted with, or has assumed, a large measure of discretion as to the issue thereof. Some time or other the Police Department may conceivably resent our criticism. Is it right, is it fair to the Police Official concerned, that he should thus be exposed to the temptation to so use his power as to "get even" with us? Is it fair to us, to put us so in his power that the law of self preservation might make us afraid to criticise his department, thus corrupting us? Your Excellency is aware, or will be aware on reflection, that the distribution of a public print is as vital as the writing and editing and printing of it, and that the Freedom of the Press (one of Britain's most cherished principles) may be as effectively threatened in one department as another. We are so confident that Your Excellency will perceive the justice of this that we do not insult you by asking for relief. We bring the facts to Your Excellency's notice, and we leave it trustfully in your hands.

Only the other day, as HOW IT showing how insouciant WORKS, our police are in their customary treatment of such inarticulate small fry as hawkers, they actually did this. To the newspaper sellers applying for licences they suddenly and unexpectedly put this conundrum: Which of the four papers did they wish to sell? Taken aback, many of the applicants must have answered more or less at random. But their licences were endorsed accordingly, and one result was that our senior morning paper lost a lot of its distributors one day. This, let us hasten to admit, was an excess of duty on the part of some policeman. It was a misunderstanding, and was hastily put right. Suppose a hawker tried to sell cocoa, and the issuer of licences demanded to know whether he was for Fry or for Cadbury, and bound him to one. Wouldn't there be a hullabaloo? Wouldn't there be a quick suggestion that he was after a bribe from either Fry or Cadbury?

As we have said, CAMOUFLAGE. In this case it was promptly put right. We only mention it to illustrate how unconscious of principles and rights our departments become, when they are long accustomed to doing pretty much as they like. If a policeman hadn't hustled the Chief Justice one day, would the Police Chief have so hastily admitted that the *China Mail* was right about that traffic order that cheated us off the highways, and so promptly have withdrawn it? We respect not, although that was camouflaged as a "misunderstanding" on the part of subordinate police. The subordinate is the scapegoat when banana skin legislation is exposed. We shall consider the advisability of applying to the Chief Justice in the matter of the newspaper sellers' licences, if this particular banana-skin regulation is persisted in.

There is no possibility THE SOUL of overlooking interest that is shown in such discussions as that initiated in our columns by Mr. Hill, and continued by us last night when analysing a rejected contribution by Mr. Leveson. In one place that we visit there was a heated and sustained argument over last night's *China Mail*, and we hear to-day of another that took place elsewhere. Unfortunately, so few men are acquainted with the literature of the subject. Judging by the arguments we overheard, most of them assume that it can be approached *de novo* and completely comprehended by what they are pleased to call "common sense." They believe in "intuitive" perception, and propound long exploded theories with some such formula as "it stands to reason." So it does. It stood that way to the "reason" of primitive and uneducated men, as may be learned in the illuminating pages of "The Golden Bough," vol. iii, "The Dying God," in chapter vii, "Succession to the soul," as well as in other departments of this monument of erudition. Very unfairly, while no one raises objections to the appearance of orthodox "sermons" in the newspapers, there is a convention which discourages us from presenting the other side. What may be the truth is buried in costly books, and public opinion has to form itself on *ex parte* and interested propaganda. Anaxagoras had to fly his country for having "blasphemously" asserted that the sun was not the chariot of the deity Helios, yet the intolerant mob never seems to learn from such incidents that, having been obviously wrong then, it may possibly be wrong now. No real truth has anything to fear

from the fullest blaze of light and publicity and examination. Real truth needs no policy of "hush."

If you want to see a COMMERCE perfect example of a man preserving a calm AND AND absolutely uninterested demeanour, buttonhole a merchant and tell him that the War Trade Intelligence Department has developed into an Overseas Trade Department, intended to foster British trade. Tell him that a Government Committee has reported against the Consular Service being taken from the Foreign Office and handed over to the Board of Trade, and forgive him for yawning. He doesn't mean to be rude, but you are boring him. Add that the Committee recommends the appointment of a Standing Joint Board consisting of the heads of the Foreign Office, the Board of Trade, and the Department of Overseas Trade, and then, if you are puzzled by his impassivity and utter lack of interest, come to us and we will explain it. It is very simple. He knows his business, and he knows that the Government does not and never will.

PERSONNEL. He knows, for example, that no man likely to be of any practical use to commerce could be persuaded to take such a job. He would enter commerce himself by choice, because the rewards are greater. No British Consul was ever worth tuppence to British trade or to any British merchant. Their "reports" have always consisted of "information" obtained from merchants, after the merchants were done with it, and not before. In any case Consuls are appointed by a bad system, from a wrong class. They invariably regard themselves as little tin gods, and are about as approachable as a bad-tempered dog with a fresh bone. When the travelling Briton is at last, after due ceremony, admitted to the Presence, it is usually to find that he is in front of a brainless jack-anapes who has neither the ability nor the will to make himself useful. American Consuls are different, but then, they are usually newspaper men, and have savvy.

ADVENTURE WITH present writer TWO CONSULS. made a tour of Formosa, or Taiwan as the Japanese now call it. In those days the Japanese were very attentive to journalists of influence, and there was something like a "guard of honour" to meet deponent at the steamer and escort him to the train for Taihoku. The British Consul happened to be travelling by the same train, and thinking to do the right thing, the Japanese officer in charge of the deputation introduced us, before the deponent had time to object. There is nothing snobbish about us, so we smiled, and tried to put the consular creature at his ease. Our reward was what the Americans call the frozen face and really rude. When the train had started, and we were free of the shrewd eyes of the bowing Japanese, we made towards the consul fellow, who had ensconced himself in a corner behind a *Daily Mail*. (If we were a Consul, we'd read the *Morning Post*, and play the game. Mention this to His Majesty, or whoever appoints consuls.)

THE ADVENTURE Deponent pulled that *Daily Mail* out of his hand, and spoke to this effect. Look here, Mr. What's-your-name. That introduction was none of our seeking. You could see that it was forced upon us. It doesn't count. We couldn't resent your rudeness before our Japanese friends who had meant well, but your face is as ugly as your manners, and that we hope never to see it again. And if you object to this plain speaking, you know what to do. He did nothing. He said nothing. Possibly he thought that dignified. It was certainly safer, the temper we were in. In Taihoku we happened to meet the American Consul. He was a most amiable chap. We were so struck with the contrast that we told him of the incident, humorously, for we had simmered down by then. He listened, considered a while, and then pleaded that we should not write about it, a thing we had not intended. "I know what newspapermen are when they get their backs up," he said, "but he's not such a bad chap when you know him."

There was a British ANOTHER Consul in Honolulu, OF EM. whose perfect wisdom and usefulness was frankly admitted by decimal ought ought one of the British Community. Cruel necessity sent a Briton to him with a passport to be visaed. The Briton went about a fortnight before his steamer was due to sail, thinking to save time. He was told to come back within 48 hours of the sailing date. He did. He called 3 times by appointment before he got an interview. He was then told that he couldn't be allowed to come to Hongkong, because his passport was issued in London, and his last port was Sydney. He could get a visa to go to London or to Sydney, whichever he liked, but not to Hongkong. So that steamer was missed, and before the next one sailed he changed his mind, and did what he might, just as well have done at first. A little bird whispers that he got a cable message not to be such an ass,

but as to that we cannot say. It happened thousands of years ago, and it is not easy to ascertain all the correct details of far off events.

There was another Consul once in a Southern China port who—but this is coming too near Home, and we mustn't rush the *China Mail* into unnecessary libel actions. Suffice it to say that as a travelling Briton the last person we want ever to see is a British Consul. And practical merchants have no time to waste on them either. Nor does the Government at Home take a paternal interest in his affairs. All they do is to try to milk him of his dearly bought and valuable knowledge, in the name of British Trade, but really for the advantage of new competitors. If we are wrong in this, let the British merchant of the pioneer firms say so. We don't expect he will.

LOCAL AND GENERAL.

To-day's dollar is worth 4/5 11/16d.

H.M.S. "Hawkins," is due in port to-morrow morning.

A mail from the Straits arrived to-day by the s.s. "Danera."

To-day's return of communicable disease shows one case of enteric and two of gastro-enteritis.

Mr. Sin Tak Fan was amongst the local residents who returned yesterday by the s.s. "Empress of Japan."

Among those who arrived in the Colony, yesterday, from Shanghai, were Mr. R. Ross Thomson and Mr. R. G. Shewan.

Mr. A. H. Harris, Commissioner of Customs, and Mrs. Harris arrived in the Colony by the "Empress of Japan" yesterday.

The Hon. Dr. Lim Boon Keng, O.B.E., arrived from Singapore by the s.s. "Hongwah" yesterday. He leaves for Amoy to-day.

Consignees are reminded that no claim for damaged or chafed goods ex s.s. "Tamba Maru" will be admitted after to-morrow.

A lecture on "William Thomson, Lord Kelvin" will be delivered at the Helena May Institute on Monday November 3, at 5.15 p.m. by Professor A. G. Warren.

The total output of the Kailan Mining Administration's mines for the week ending October 11, amounted to 69,703 tons and the sales during the period, to 69,982 tons.

Lieutenant F. C. Roberts, a Hongkong boy, who left for Home to "join up" at the outbreak of hostilities and who distinguished himself meritoriously returned yesterday by the "Empress of Japan."

It is understood that when Mr. Justice Gompertz returns to the Colony by the next mail, Mr. C. D. Melbourne, who is acting as Puisne Judge, will be transferred to the Supreme Court Registry to act for Mr. H. A. Nisbet, who is going on leave.

Among those who returned to the Colony, yesterday, on the "Empress of Japan" were Col. J. R. Young, Lieut.-Col. G. B. Crisp, Mr. and Mrs. R. de Journal, and the Misses de Journal, Mr. and Mrs. D. K. Moss, Mr. George Grimble, and Mr. S. J. Chinchen.

To-day Mr. B. James M.A. leaves the Colony, after 21 years in the Educational Department. He is retiring on pension, owing to affected lungs, and is going to Australia. He is a Merton man, and a good chap. We all hope the wonderful Australian climate will restore his health.

Here is another polite remark by the Vicar of St. Mary's Wellborough: "Women are said to be emancipated, but I do not know what from. If what I am told is true, the women of the working classes, the women of the middle classes, and the women of the highest class have been emancipated from morality."

AN AID TO DIGESTION.

WHEN you have a fullness and weight in the stomach after eating you may know that you have eaten too much, and should take one of Chamberlain's Tablets to aid your digestion. For sale by all Chemists and Storekeepers.

SOCIETY OF ST. VINCENT DE PAUL HONGKONG.

REPORT OF THE COMMITTEE FOR THE YEAR SEPTEMBER 1918 TO AUGUST 1919.

The Central Council have much pleasure in submitting their Annual Report for the year ending August 31, 1919.

(1) The Balance on hand on August 31, 1918 was
In the Bank (Current a/c) \$ 723.27
In the Bank (Fixed Deposit) 1000.—
In Cash 11.49
(2) The Receipts and Expenditures for the year under review were as follows:—

RECEIPTS.	
Balance 31/8/18	\$ 1,734.75
Donations	1,215.27
Conference Collections	108.10
Church Collections	157.20
Bazaar 1918—Gross	9,510.02
Receipts (less donations included above)	
Lustiano Recreation Club	
Annual Sports Sale of Programmes	73.80
Interest	128.60
	\$ 12,927.75

EXPENDITURES.	
Relief to the Poor (including Provisions, Clothings, Shoes, Rent, Education, Medical assistance and Passage money etc.)	\$ 4,033.20
Christmas Gifts to the Poor	743.00
War Relief (Fes. 1,000)	233.69
Bazaar 1918—Expenses	2,094.82
Special Treats to the Poor in honour of Victory	454.00
Balance in hand 31/8/19	5,354.04
	\$ 12,927.75

(3) The total receipts have greatly exceeded those of previous years. The large increase which was due principally to the unprecedented success of the Bazaar held in December last, has enabled the Society to extend its sphere of activity in every way and greatly to increase the amounts spent in relief to the poor, as the following figures will show.

Amount spent in Relief, February quarter	\$ 669.30
Amount spent in Relief, May quarter	1,124.20
Amount spent in Relief, August quarter	1,550.50
While in the current quarter the sum of.....	703.20
has been spent in the one month of September alone.	

(4) During the period under review the Society has contributed to the maintenance of 87 families comprising 190 persons, and has also assisted these poor people to the extent of \$461.59 in their house rent difficulties.

(5) As for the education of the children of the poor the Society is now looking after 66 children providing same with school fees, books, shoes etc. Under this head \$249.26 was spent in August and \$277.66 in September.

(6) In view of the large increase in the regular monthly expenditure; the extensive schemes—now under consideration—for providing a business education for the more advanced children of the poor; and the over increasing appeal for more and still more assistance towards the payment of house rent, the balance now on hand will probably be only sufficient for a few months.

The Committee therefore hope that the Public will assist them at their forthcoming Bazaar, to take place on December 7, as liberally as in other years, so as to enable them to continue and if possible extend, the various undertakings enumerated in this report.

(7) Besides the relief given regularly to the Poor, which is the first care of the Society, the following special grants were made:—

For Christmas Gifts to the Poor	\$ 743
For Special treats to the Poor in honour of Victory	454
To the Central Council of the Society in Paris for the relief of the devastated areas in France Fcs.	1,000
Among the many donations gratefully received by the Society, special thanks are due to the following generous donors:—	
The Colonial Government	\$100
Sir Paul Chater, C.M.G.	150
Mrs. A. M. L. Soares	100
Dr. A. S. Gomes	100
Mr. H. P. White	100
Anonymous	100
Mr. N. J. Stabb	25
Hon. Mr. P. Holyoak	25
Mrs. J. M. C. Basto	25
Mrs. Clarke	15
Boards of St. Joseph's College	15

and the Society particularly wish to express their thanks for the large number of anonymous donations of \$10 and upwards which are constantly being received.

(9) Finally, it is with great pleasure that the Society is able to announce that the Little Sisters of the Poor, whose work is in all countries so closely associated with that of the Society of St. Vincent de Paul, are, at the invitation of the President General and with the approval of his Lordship Bishop Pozzoni, about to establish a house

ROBBERS AGAIN ON THE MOVE.

VILLAGERS SURPRISED ATTACK.

An armed robbery is reported to have taken place in Ma Wan Village, New Territory, on Thursday night, the robbers carrying away \$2,000 in bank-notes.

It appears that seven men, two of whom were armed with revolvers while the remainder carried torches, broke into the house of Chan Po, contractor, the wealthiest local inhabitant, who was away at the time. They tried to gain admission through the backyard and, failing, entered the house by breaking open the front door. Chan Po's wife and three small children were in bed at the time, and, hearing the noise of the door being forced, screamed out "Save life!" One of the robbers immediately seized the woman, closed her mouth, and threatened to kill her and the children if they made a noise and aroused the neighbourhood.

The men then ransacked the premises, but found nothing to satisfy them, except an iron safe, which resisted all their efforts to break open. The robbers demanded the key of the safe from the woman, who promptly handed it over to them. The safe was then opened, and \$2,000 in Hongkong bank-notes were taken from it. The robbers speedily made their escape.

The Police were communicated with by telephone from Chin Wan, and a cordon of constables surrounded the district but were unable to discover any trace of the malefactors. The robbery is believed to be the work of some men in a neighbouring village who had information that the money was lying in the safe.

An armed robbery occurred in a grocery store at Yau-mat at 9 p.m. on October 21, and the robbers shot a *foh* in the arm and stabbed a woman in the back.

It appears that the master of the store was about to close his premises for the night when six men came in and said they wished to purchase some stores. Suddenly three of them whipped out revolvers and three drew daggers, and, after threatening the inmates, stole \$4 from a till. A *foh* of the shop and a woman called out "save life!" and the robbers shot the *foh* and stabbed the woman.

By the time the Police arrived on the scene the robbers had escaped. No arrests have been made so far.

KINEMA NOTES.

THE CORONET.

"Outwitted" is the title of the Metro 8-parts drama which has been drawing good houses at the Coronet since Thursday. The story of the picture revolves around an interesting personality—John Lawson—a heartless man to whom all that is beautiful in life was lost when his wife was taken from him by James Bond, years ago. Besides Bond, whom he hated very bitterly, Lawson had another enemy—Ben Farraday—a broker. By a trick of fate, Lawson got possession of certain papers which would save Farraday from ruin but refused to surrender them although Farraday had pleaded to him to put vengeance aside. Farraday employed Nan Kennedy to steal the papers from Lawson's safe but she was caught in the attempt. Instead of sending her to jail, Lawson struck a bargain with her whereby she was to give him one year of life and to do his bidding. In the meantime Lawson had planned to strike James Bond through his son Billy. He accordingly passed Nan off as his niece and took her to the beach where he introduced her to Billy. The young couple soon became very much attached to each other and Lawson consented to their marriage. At the wedding breakfast, he brought a bomb shell on Billy's head by announcing to the gathering that Billy was not Bond's but his own son had better be seen by the reader. The forceful picture has a very nice ending.

on the outskirts of Kowloon, for the support of the aged Poor, men and women, irrespective of race, nationality or creed. An excellent plot of ground and substantial buildings have been secured on advantageous terms through the generosity of the Government, while a sum of \$5,000 has been collected specially to meet the initial expenses of the undertaking. The world-wide work of the Little Sisters is well-known and universally appreciated; it is therefore a source of satisfaction to know that they will soon begin their work of charity here also, where they will find much scope for their activities.

J. M. ALVES, President.
F. J. BOWEN, Treasurer.
J. M. S. Rosario, Secretary.

THE WEEK'S CHAT.

WHERE WERE THE POLICE?

Again the question arises: Are we sufficiently policed?

This query does not cast any blot upon the morality or otherwise of Hongkong; but arises, as a result of a certain rather humorous incident which is said to have occurred Peak side a few days ago.

Imagine a perfectly respectable married couple, sleeping soundly under the roof of a very big building, feeling as safe as it is possible to feel under the combined influence of a pathetic confidence in the police and the knowledge that a scream for help would result in a rush of willing helpers. Imagine this happy state suddenly shattered, when the female half of the couple, who had been wakened by the sound of a door opening, found herself alone in a room with a stranger.

From all accounts, and there are many, the couple appear to have followed the line of least resistance, and, perhaps afraid to wake him and subject him to the dangers of murder on sight, he, we presume, a heavy sleeper.

She, bright eyed, terrified, half paralyzed with fear, watched the intruder help himself to such goods as he could comfortably accommodate about his person till at last he made a graceful retreat. Now the dunes of silence were removed and shrieks rent the air, the wakened husband rushed for assistance and succeeded in arousing a Chinese servant and together they gave chase, around the winding paths, of the Peak. It was a great chase full of romance, the race was to the starter. The nice little nooks, gutters, ravines, and sudden drops favoured the fugitive.

No police were encountered and when at last the hunters retraced their weary footsteps their search for a policeman proved futile.

Telephonic communication with the Peak Police next morning is said to have produced the following reply: "I suppose they sleep, with their window open."

Quite a useful remark for the police!

May we not sleep with open windows on the Peak? Is the district so lawless, that a man must put up with a loaded revolver under his pillow. Why, we might be living in an atmosphere of O. Henry! frightfully thrilling and dramatic, what! and very nice in the pages of fiction, but hardly the sort of thing for a humdrum daily existence in a hot climate.

Inquiries elicited the information that this burglar has recently visited several boarding-houses, establishments on the peak, and it is rumoured does not lie, the whole police protection for the mountain district at night, consists of two men. We respectfully suggest that this number might easily be increased.

The weather this week has given rise to a considerable amount of complaint, seeing that no human agency is at fault, we are loath to take the matter up. It seems, however, pretty obvious that if we were not an intensely respectable community, belonging almost exclusively to the better class that middle register of humanity, that is neither fish, flesh, nor good nor herring, we should probably call a general strike and present an ultimatum to the clerk of the weather, demanding that rainy days, be arranged to suit our engagements.

It has been suggested in all seriousness that His Excellency the Governor be approached with a petition, to declare that every sunny and suitable day be proclaimed a public holiday or, that the Sabbath, which is now entirely devoted to sport and pastime, be a movable feast.

The community would not really suffer any spiritual loss, for we could continue to publish sermons by our local sky pilots, in our columns, and if these were issued on rainy days, we could read them in our offices.

The intelligent thinking people in Hongkong are feeling very fed up at the continued presence, in high places, of superannuated officials who while continuing to draw pensions on the retired list, are in receipt of big salaries, there is a feeling that now the war is over, younger men, in the last lap of military service, should be given a show. Youth and vigour and the new vision are wanted to grapple with the many problems arising from modern conditions and while greatly appreciating the services of the old "Dug Outs" during war time they feel that it is hardly fair, to strain their abilities to the breaking point.

The new era of progress—democracy is bound to influence even this far distant corner of the world—this state can only be handled—understood by men who will accept the new order, and mix and mingle with the people they are supposed to lead and control; the ruler or officer who retires into his shell and refuses to move with the times is bound to suffer.

There is considerable dissatisfaction among members of the Volunteer Defence Force, who have been told that a month's practice camp is anticipated, everyone has a feeling of stalemate and weariness of the irksome, discipline and waste of time, for it is reported that this company will be timed for December, the busiest month of the year.

COMMERCIAL CONFERENCE AT SHANGHAI.

SIR JOHN JORDAN TO OPEN IT.

Sir John Jordan, K.C.B., K.C.M.G., G.C.I.E., H. M. Minister to Peking, will arrive in Shanghai early next month for the purpose of opening the first conference of British Chambers of Commerce in China, beginning on Wednesday November 5. In addition to opening the Conference, Sir John will be the guest of the China Association to dinner on Thursday, November 6, and of the Union Club to tiffin on the following Saturday and of the British Chamber of Commerce to dinner the same evening.

This visit of Sir John's to Shanghai to open the first conference of British Chambers of Commerce ever held in China will also probably be his last visit to this part before he goes home next year and it is the hope of those in charge of the arrangements, that he shall be given as good a reception as possible and that members of the British Chamber of Commerce will all do their best to attend the Conference. The latter will be open to all members of the British Chamber in addition to the delegates, but only the delegates from the various British Chambers throughout China will take part in the discussions.

The Conference, which will be held in H. M. Supreme Court, kindly placed at its disposal by his Honour Judge Sir Haviland de Saumarez, will commence at 10 a.m. on November 5, under the chairmanship of Mr. H. A. J. Macray, acting chairman of the British Chamber of Commerce in Shanghai, and after the passing of resolutions of a formal and general character the Conference will go into committee, Mr. H. H. Fox, C.M.G., H. M. Commercial Counselor of Legation, presiding. The remaining three sessions—as the programme is at present arranged—will be set aside for dealing with resolutions vital to British interests in the Far East to be moved by delegates from the Hongkong, Tientsin, Peking and Shanghai Chambers. This part of the agenda is expected to last three sessions: November 5, 2.30 p.m. to 5 p.m.; November 6, 9.30 a.m. to 12.30 p.m. and 2.30 p.m. to 5 p.m.

A meeting of the Conference will then be held on Friday at which Mr. Fox, as chairman of the conference in committee, will report the results of the discussions to the chairman of the Conference, when any member of the Shanghai or other chambers represented will be at liberty to ask questions. The Chairman will then move a resolution embodying such opinions as the Conference may want transmitted to H. M. Government, after which the Conference will be closed.

CHINESE TELEGRAMS.

[Translated for the China Mail from the Wah Tsz Yat Po.]

SHANGHAI, Oct. 24.

General Chu Shu Tsang wanted to organize an army in outer Mongolia but the President said no.

Ng Pui Foo, commander in Hunan, telegraphs that there will be no fighting if he can prevent it.

Cheung King Yew telegraphs that southern troops are advancing. He proposes to suppress them as bandits.

The Government expects \$3,700,000 at the end of October as customs surplus.

There is now some doubt about the Living Buddha's attitude towards Mongolian independence.

The Cabinet has asked the tuchuns to avoid warfare even if the peace conference comes to nothing.

Before it will consent to the forming of a Cabinet the On Fook club demands the following promises: Chu Shum to be Minister of the Interior, Tsang Yuk Cheun to be Minister of Communications, and Li Shi Ho to be Minister of Finance. Kan Wang disagrees.

MAILS DUE.

The following mails are due in the course of the next few days:—

From Shanghai per s.s. "Sing King," Oct. 26.

From the Straits, per s.s. "Tosan Maru," Oct. 25.

From the Straits, per s.s. "Tama Maru," Oct. 29.

GET THE AIR MAILS STARTED.

A SUGGESTED SCHEME.

It is to be regretted that no definite, clean-cut policy has been laid down yet regarding peace flying as distinguished from war flying, beyond the offer of State prizes for safe machines, and in the absence of this policy I suggest the scheme which follows, writes an Engineer Officer. Some truisms must be first stated:

1. There are many large aircraft firms in existence, and they cannot carry on unless orders come in.

2. The war is over, and another war of similar size is unlikely for a considerable period.

3. Flight is too expensive to be used as a means of human transport, except in a few exceptional cases.

4. The only paying load for flying machines, broadly speaking, consists of mail (letters, special newspapers, and the like).

5. It is essential to maintain important aircraft firms in being.

6. It is essential to maintain the Royal Air Force at proper strength.

Taking all the above truisms together, one has to devise some scheme that shall provide a commercial demand in peace time for the most efficient machines Government assistance, in the shape of money and general supervision, will be necessary in the first place, but the money spent should represent only sunk capital for a short time. When one mail service can be demonstrated as a practicable business matter by at least one year's experience the starting of many mail services should be simple. I propose that an experiment should be undertaken by a Government Committee on these lines:—

2. A route should be selected not less than 500 miles in length. Exeter-London-Newcastle-Glasgow is suggested as a suitable route.

2. A day and night service of aeroplanes should be kept going on this route for one year, under supervision by a committee containing representatives from the Post Office, Air Ministry, Royal Aero Club, and Society of British Aeroplane Constructors.

3. Machines to be entered by their manufacturers under an agreement regarding performance, and marks to be given by the Committee in accordance with the actual performance shown by the trials.

A manufacturer would enter his machines as being able to carry a certain load, for a given number of hours per 24 hours, for a given number of days per year; and he would be marked in accordance with his statement and subsequent performance. He would provide his own machines and pilots, and would be given free fuel, aerodromes, and labour. Repairs would be carried out by his own staff; he could be paid by his machines on a percentage arrangement settled by the final marks obtained by him.

The underlying idea of the scheme is to prove the value of the present aeroplane for an Imperial or International Mail Service, say from London to India, in 500-mile stages; and the 500-mile experimental stage mentioned herein should provide enough difficulties, and therefore earn the confidence of the Postmaster-General in the case of a successful competitor. Full marks would be given for the ideal performance and would carry with them the purchase by Government of machines used at full price.

The ideal performance would be that made by a manufacturer whose machines carried the greatest load at the highest speed for the total 8,760 hours in the year. A manufacturer would be free to enter any number of machines considered necessary by him, and he would be judged and marked on performance of his team as a whole.

The expense of this scheme should not, considering the importance of the results attained, be very great. Assuming that six firms entered, that their teams consisted of 20 machines each, and that they had scrap value at the end of the year; the total cost to the Government, including all charges, should not exceed £2,000,000. The trials would be of inestimable value to both military and civil aviation, and would settle definitely the commercial status of the present flying-machine.

Continuous flying throughout the 24 hour day has never yet been attempted commercially, but it is an absolute necessity if flying is to compete with other transport, as neither ships nor trains stop for darkness. A very necessary fillip would be given to the aeroplane trade and those interested in flight generally. Invaluable data would be obtained, ensuring a largely foreknown result in any contemplated mail route. It would be stipulated that any competitor obtaining, say, 60 per cent. full marks would be granted a State subsidy, the amount depending on the capital invested in his firm.

Naturally trials such as these would weed out some firms—that must be taken for granted. But the result of the trials would consolidate the position of the stable firms and make a certainty of an uncertainty.

No attempt has been made to do more than to sketch outlines of a workable scheme; I am anxious only to insist upon the absolute importance of the trials being made.

GOVERNMENT GAZETTE.

THE GIST OF IT.

Dr. George Ernest Aubrey is appointed a member of the Midwifery Board during Dr. Gibson's absence. [The official notice describes it as the Midwives Board, but as that sounds disrespectful to the members we have taken the liberty of making a slight alteration.]

Passengers going to Peru had better look up the decree of June 2. It's in the Gazette.

If you are yearning to trade with Arabia, notification No. 501 tells you how.

The Licensing Sessions on Nov. 7 will have 19 applications before them. That seems to be the whole lot.

Except for the information that the poet Swinburne died on April 4, 1909, there is nothing else of interest in this week's Gazette. The editor must really back up his contributors.

WHOSE BEER?

COAL-COOLIE WITH 8 DOZ. BOTTLES.

A coal-coolie was this morning charged before Mr. R. E. Lindell with the unlawful possession of two cases of beer containing eight dozen bottles, in Chester Road.

Defendant said he was engaged to carry the cases outside the Naval Yard by a man unknown to him.

His Worship: Where to?

Defendant: I was instructed to take the cases somewhere near the Central Market.

His Worship: What about the man who engaged you?

Defendant: I don't know the man. He told me to take up the cases and go along first, and he was to follow later.

His Worship: You can't find him?

Defendant: How can I? I am only a coal-coolie.

Inspector Cashman: I don't think the man is acting innocently. When he was met by the Police, he said he was tired and he put down the cases on the ground. Immediately he tried to run away.

His Worship (to defendant): Why did you want to run away when the Police met you?

Defendant: Yes, because the man had not come up yet.

His Worship: \$30 or four weeks.

ACTUAL RESULTS

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PLAN: 15-YEAR ENDOWMENT
AMOUNT ASSURED: \$10,000
PROFITS: 5,513
TOTAL CASH PAID: \$15,513
Larger Profits on 20-Year Endowment.

THE SUN LIFE ASSURANCE CO. OF CANADA.

F. M. WELLER, Manager, 12, Des Vaux Road, Central, Hongkong.

VICTORIA THEATRE.

TO-NIGHT!

TO-NIGHT!!



From farm hand to merchant prince—a visit to the fairies—how to win a Maiden's love—how to be happy though hired—also,

A revelation of Farm Life as it should be by that Master Teacher

CHARLIE CHAPLIN

PRICES - \$1.50, \$1. & 70 cents.

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LANE, CRAWFORD'S

who have ONLY ONE PRICE for each article.

Quality tells and you can always depend on LANE, CRAWFORD'S

GROCERIES

Highest Quality Lowest Prices.

CEYLON TEA	SHREDDED WHEAT	BUTTER BEANS
Orange Pekoe 70c. per 1 lb. tin.	Biscuits 25c. per pkt. of 12.	LAZENBY'S 60c. per 2 lb. tin.
PETIT POIS	ASPARAGUS	CAMBRIDGE SAUSAGES
"Del Monte" Brand 35c. per tin.	"ROYAL TASTE" 30 spears in tin 60c. per 1 lb. tin.	AUSTRALIAN
STRAW-BERRIES	KIPPERED HERRINGS	ESCHALOTS LAZENBY'S
"Del Monte" 75c. per tin.	Finest Scotch 70c. per 1 lb. tin.	in Brown Vinegar 70c. per pint bottle.
CEREBOSS SALT for table use 35c. per 1 lb. tin.	BAKERS CHOCOLATE unawakened for cooking 80c. per 1 lb. pkt.	WHITEBAIT NEW ZEALAND \$1 per 1 lb. tin.

LANE, CRAWFORD & CO.

COLUMBIA

"LITTLE WONDER" RECORDS

NEW STOCK JUST RECEIVED.

THE ANDERSON MUSIC COY., LTD.

(THE COLUMBIA SHOP.)

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SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

MARSEILLES & LONDON.

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"PRINZESSIN"	1st November	3rd December	11th December
"KHYA"	1st November	4th December	12th December
"NOTARA"	15th December	17th January	28th January

For BOMBAY VIA STRAITS AND COLOMBO.

S.S.	Leave Hongkong about	Due Bombay about
"DUNERA"	15th November	29th November
"DILWARA"	18th December	3rd January

For CALCUTTA VIA STRAITS AND RANGOON.

For SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong about	Due Yokohama about
"DUNERA"	15th Nov.	29th October (Shanghai)
"NOTARA"	18th Nov.	31st October (Shanghai)
"PRINZESSIN"	1st Dec.	4th November (Shanghai)

Wireless on all steamers.
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For PASSAGE RATES, HANDBOOKS, FREIGHTS, etc. apply to—
MACINNIS, MACKENZIE & CO., Agents.
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TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS
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(SOUTH SEA MAIL S. S. CO.)Regular Service of Steamers Between Japan, Hongkong, Singapore,
Batavia, Samarang and Sourabaya.

For JAVA PORTS

For JAPAN PORTS

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.	
CELEES MARU	Saturday, 6th November.
ALPS MARU	End of November.
GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.	
SUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.	
SEATTLE MARU	Monday, 17th November.
BOMBAY & COLOMBO—Regular fortnightly service via S'pore.	
INDUS MARU	Tuesday, 4th November.
SAIGON MARU	Beginning of November.
SAIGON BANGKOK & SINGAPORE—Regular Monthly Service.	
SHISEN MARU	Saturday, 1st November.
MADRAS MARU	Middle of November.
SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.	
VICTORIA & VANCOUVER—Twice a week via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.	
AFRICA MARU	Thursday, 13th November.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st & 2nd class passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.	
AMAKUSA MARU	Sunday, 26th October.
YAKAO via SWATOW & AMOY	
YOSHIO MARU	Friday, 24th October.
JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.	

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager,
Tel. No. 744 and 745. No. 1, Queen's Building.

BANKER & CO.

WEST RIVER PASSENGER SERVICE.

THE S/S "KONG NING" (Captain Goins), will leave the Sai Kong Wharf (Cannington Road West) on October 31, for WUCHOW via West River Ports.

This vessel has excellent European accommodation for First-class passengers, and was built expressly for the West River trade, being fitted with electric light and fans and is complete with every modern convenience. An excellent table is provided.

Owing to the lack of hotel accommodation in Wuchow passengers taking the round trip will be allowed to remain on board the vessel without extra charge.

For freight and passage apply to—

BANKER & CO.,

or Messrs. THOMAS COOK & SONS, Passenger Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	SO LING
HOIHOW & BANGKOK	KWANGSI	Oct. 28, at 10 a.m.
SHANGHAI	SUYANG	Oct. 28, at Noon
MANILA, CEBU & ILOILO	TAKING	Oct. 28, at 4 p.m.
SWATOW & BANGKOK	LIANGCHOW	Oct. 29, at 10 a.m.
HOIHOW, PAKHOI & HAIPHONG	LIANGTOW	Oct. 30, at 10 a.m.
SHANGHAI	SHENGLING	Oct. 30, at Noon

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO
SHANGHAI VIA SWATOW	WOSANG	TUESDAY, Oct. 28, Daylight
NEWCHANG VIA DALNY, TUNGSHING		TUESDAY, Oct. 28, at 3 p.m.
STRAITS & CALCUTTA	KUMSANG	TUESDAY, Oct. 28, at 3 p.m.
TIENSIN VIA WEIHAWEI		TUESDAY, Oct. 28, at 3 p.m.
CHIEFOO	CHIEPSEING	THURSDAY, Oct. 30, Daylight
MANILA	LOONGSANG	FRIDAY, Oct. 31, at 3 p.m.
MANILA	YUENSANG	FRIDAY, Nov. 7, at 3 p.m.

SHANGHAI LINE—This line has now been reorganized and affords regular sailings to Canton via Singapore and Penang.

STRAITS LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at S'pore.

TIENSIN LINE—One sailing per month between Hongkong and Hankow by a steamer having special accommodation for passengers.

CHIEFOO LINE—A regular service is run from March to October between Hongkong and Swatow, calling at Weihaiwei and Chefoo.

For Freight and Particulars apply to—
JARDINE, MATHESON & Co., Ltd.,
Tel. No. 915.

THE ADMIRAL LINE.
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"KONIGSMAR"	About October 28.
"SEATTLE SPIRIT"	About November 10.
"WESTLAND"	About November 11.
"ENDICOTT"	About November 17.
"ELKTON"	About November 19.
"WESTERN KNIGHT"	About December 7.
"ELDRIDGE"	About December 10.
"EDMORE"	About December 24.

For PORTLAND direct.

"WEST HARTLAND"	About November 10.
"WABAN"	About November 15.
"NISHIMARU"	About December 11.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO—

THE ADMIRAL LINE.

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

THE U.S. SHIPPING BOARD.

S.S. "WYTHEVILLE"

Will be despatched for

NEW YORK

via SUEZ

Late November.

For freight, space and particulars apply to

THE ADMIRAL LINE.

AGENTS

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
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*SHINYO MARU

*PERIA MARU

*KOREA MARU

*SIBERIA MARU

*NIPPON MARU

TENYO MARU

From Kobe.

*Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALBOA, CELESTINO, BALBOA,

OALLAO, AETIOA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
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SEIYO MARU

KYO MARU

ANYO MARU

These are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

T. DAIGO, MANAGER.

Telephone Nos. 2374 and 2375.

SHIPPING

C. P. O. S.

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama).

STEAMERS

FROM HONGKONG

TO VANCOUVER

Empress of Russia

Empress of Japan

Empress of Asia

Empress of Russia

Empress of Japan

Empress of Asia

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INDIAN JOURNALISTS IN ENGLAND.

A PROTEST AGAINST THE PRESS ACT.

A delegation from the Indian Press Association (a newspaper society, not a news agency), interviewed a number of English Radical journalists on September 8 at lunch, and explained to them their grievances under the Indian Press Act. Mr. B. Horniman presided. He is the editor of the Bombay Chronicle.

The grievance of the Indian press, he said, was not against the Deference of India Act, a war measure which was "much more severe than D.O.R.A., but against the administration of the Press Act of 1910. This Act keeps every newspaper under a sword of Damocles. Every newspaper must put down a deposit as security for good conduct. It is liable to confiscation and forfeiture not merely at the will of the Imperial or Provisional Government, but at the will of minor officials like District Magistrates and Collectors, and often on the authority of a subordinate police officer. All this is done by Executive order. The deposit is forfeited and the judgment made, and there is no judicial process, until there is an appeal to the High Court to get the order and confiscation set aside. Sir Lawrence Jenkins, a Judge of the High Court, has said that almost anything can be brought under the Act. Since it was passed some £50,000 or £60,000 has been taken as security and a great part of it has been forfeited—a very heavy tax on a struggling industry.

Commander Kenworthy spoke as an English Radical member of Parliament. Wherever you have autocratic government, he said, you have these attempts to suppress the press. If we cannot allow freedom of the press in India our Government has failed there, and the sooner we hand it over to the people the better. Mr. George Lansbury spoke in the same sense and gave the gathering the toast of "The International." Mr. J. A. Hobson reminded the gathering that we had not yet got back freedom in England. It was not merely a question of liberty here, but of tolerance; and the people which would not tolerate differences of opinion had not the seeds of liberty within it. He quoted Mill, and was promptly assured from many of the Indian present that Mill was prohibited in India. There were many speeches from the Indian delegates, including Mr. Thakur, and one in particular, from Mr. Satyapuri, which was distinguished by a quotation from the Press Act forbidding anything that tends to bring the Government into "contempt," whether by inference, suggestion, allusion, metaphor, or otherwise.

The Press Act is ten years old, but during the last few months it has been most severely used; so that nearly every day a deposit has been forfeited or a paper suppressed.

HORSHIPPER FOR 10 YEARS STILL AN OUTCAST.

A correspondent, "Churchman," writes to The Daily Mail that for 20 years he has lived in a certain English village, has attended church regularly during that time, and not once has anyone come forward to speak to him or to attempt in any way to make his acquaintance. "Just because I was not born here, and just because my family do not come from here," he says, "I am shunned and have lived the life of a social outcast ever since I moved from my old home." Villages are not alone in this respect, a commercial traveller who knows both city and village life well explained recently, "In large cities and towns the situation is much the same, although not quite so noticeable. How often does one find oneself in a compartment on a long train journey where not a word is passed between the occupants? Each stares at the other and each wonders why the other does not speak. The same rule applies to the omnibus and tramway-car. Each passenger is less to the other than ships that pass in the night. It is always the other fellow who is expected to break the ice."

Relief From Eczema In Cuticura

For those who have tried and failed with Cuticura Soap and Cuticura Ointment, a gentle remedy with Cuticura Ointment. Use these two Cuticura remedies for Eczema, and prevent such conditions.

Eczema is a skin condition which is caused by a variety of factors, including poor hygiene, dry skin, and allergic reactions. It is characterized by red, itchy, and scaly patches on the skin.

Cuticura is a powerful skin treatment that can help relieve the symptoms

SHIPPING

P. & O.-BRITISH INDIA
& APCAR LINES(COMPANIES incorporated in ENGLAND)
MAIL AND PASSENGER SERVICES
TO
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED
SEA, EGYPT, EUROPE, &c.

MARSEILLES AND LONDON.

S.S.	Leave HONGKONG about	Due MARSEILLES about	Due LONDON about
PRINZESSIN KRIYA NOVARA	1st November 18th December	3rd December 17th January	13th December 28th January

BOMBAY via STRAITS & COLOMBO.

S.S.	Leave HONGKONG about	Due BOMBAY about
DUNERA	18th November	29th November
DILWARA	16th December	3rd January

CALCUTTA via STRAITS and RANGOON.

S.S.	Leave HONGKONG about	Due CALCUTTA about
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SAILINGS ALSO TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

S.S.	Leave HONGKONG about	Due YOKOHAMA about
DUNERA	28th Oct. at 10 a.m.	20th October (Shanghai).
NOVARA	18th Nov.	29th November
ARRATON APCAR	19th Nov.	17th November (Kobe).
DILWARA	14th Dec.	7th December

Tickets Interchangeable.
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.
Passengers may travel by P. & O. Company's steamers between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
22, Des Vaux Road Central HONGKONG.

E. HING & CO.
LARGE STOCK OF SHIPBUILDING MATERIALS,
via Steel Ship Plates, Angles and Bars.
Also Shipchandler Articles.
Telephone No. 1116. 23, Wing Woo Street, Central.

N. Y. K.
NIPPON YUSEN KAISHA.
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.
SUWA MARU (Omitting Manila) ... Saturday, 1st Nov., at 11 a.m.
KASHIMA MARU ... Saturday, 2nd Nov., at 11 a.m.
LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.
KAGA MARU ... Sunday, 2nd November, at Noon.
YOKOHAMA MARU ... Friday, 14th November, at Noon.
MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
NIKKO MARU ... Saturday, 25th October, at 11 a.m.
AKI MARU ... Wednesday, 19th November, at 11 a.m.
NEW YORK & HAVANA via Kobe, Yokohama, Muroto, San Francisco, Panama & Colon.
TOKIWA MARU ... Middle of November.
SOUTH AMERICAN PORTS via Cape.
BOMBAY & COLOMBO via Singapore.
TENSIN MARU ... Sunday, 2nd November.
YAMAGATA MARU ... Beginning of November.
CALCUTTA & RANGOON via Singapore & Penang.
KANAGAWA MARU ... Sunday, 2nd November.
NAGATO MARU ... Wednesday, 19th November.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
TANGO MARU ... Saturday, 22nd November, at 11 a.m.
NIKKO MARU ... Saturday, 20th December, at 11 a.m.
SHANGHAI KOBE & YOKOHAMA.
TOSAN MARU ... Monday, 27th October.
TAMA MARU ... Thursday, 30th October.
KAWACHI MARU ... Friday, 31st October.
MISHIMA MARU ... Wednesday, 27th November, at 11 a.m.
EXTRA SERVICES (Marseilles, Liverpool, Antwerp, Rotterdam, Hamburg, etc.).
DELGOA MARU (London, Antwerp & Hamburg) Monday, 27th October.
TOYOOKA MARU (Marseilles & Liverpool) ... Thursday, 30th October.
TATSUNO MARU (London, Antwerp & Hamburg) Middle of November.
TSUBISHI MARU (Marseilles & Liverpool) ... End of November.
For further information apply to
NIPPON YUSEN KAISHA.
S. YASUDA, Manager.
Telephone Nos. 292 & 293.

N. Y. K.
NIPPON YUSEN KAISHA.

THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.
Tower Office: 43, CONNAUGHT ROAD CENTRAL, Hongkong. Telephone No. 459.
Shipyard: Shum-Sai-Po, Kowloon, Hongkong. Telephone No. 9.
Estimates furnished on application.
WONG PING WA, Manager
Hongkong, April 1, 1912.

THE KWONG HIP LUNG CO., LTD.
(NOW RECONSTRUCTED).
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
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Estimates furnished on application.
WONG PING WA, Manager
Hongkong, April 1, 1912.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Shingo Maru	Toyo Kisen Kaisha	On 29th October.
San Francisco via Shanghai, Japan &c.	Ferria Maru	Toyo Kisen Kaisha	On 10th November.
San Francisco via Shanghai, Japan &c.	Colombia	Pacific Mail S.S. Co.	On 10th Nov. at Noon.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 2nd Dec. at Noon.
San Francisco via Shanghai, Japan &c.	China Mail S.S. Co., Ltd.	China Mail S.S. Co., Ltd.	On 4th November.
San Francisco via Shanghai, Japan &c.	China	China Mail S.S. Co., Ltd.	On 22nd November.
Seattle, Tacoma, Victoria & Vancouver.	Island	The Admiral Line	About 29th Oct.
Victoria, B.C., & Seattle via S'hal, &c.	Africa Maru	Ozaka Shosen Kaisha	On 13th Nov.
Vancouver via Shanghai, Japan &c.	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 1st Nov. at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Russia	Canadian O.S. Ltd.	On 30th October.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ltd.	On 2nd November.
Australian Ports via Japan	Gibb, Livingston & Co.	Gibb, Livingston & Co.	On 2nd Nov. at Noon.
Australian Ports via Manila	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 25th Oct. at 11 a.m.
New York via Panama	Butterfield & Swire	Butterfield & Swire	On 4th Nov.
Portland	The Admiral Line	The Admiral Line	On 30th Oct.
Manila, Cebu & Iloilo	Butterfield & Swire	Butterfield & Swire	About 10th Nov.
Nagasaki, Kobe & Yokohama	Tango Maru	Nippon Yusen Kaisha	On 27th Oct. at 3 p.m.
Shanghai	Wooing	Jardine, Matheson & Co., Ltd.	On 22nd Nov. at 11 a.m.
Shanghai & Tsingtao	Suiyang	Butterfield & Swire	On 23rd Oct. at Noon.
Shanghai & Tsingtao	Yingchow	Butterfield & Swire	On 23rd Oct. at Noon.
Sandakan	Hinsang	Jardine, Matheson & Co., Ltd.	On 24th Oct. at 4 p.m.
Calcutta via Straits & Rangoon	Kanagawa Maru	Nippon Yusen Kaisha	On 2nd Nov.
Singapore, Penang & Belawan-Deli	Van Waaswijk	Java-China-Japan-Lijn	On 11th Nov. at 3 p.m.
Keelung via Swatow and Amoy	Amakusa Maru	Ozaka Shosen Kaisha	On 28th Oct.
Swatow & Bangkok	Lingchow	Butterfield & Swire	On 23rd Oct. at 10 a.m.
Swatow, Amoy & Poochow	Liabong	Douglas Laprak & Co., Ltd.	On 28th Oct. at 1 p.m.
Manila	Longsang	Jardine, Matheson & Co., Ltd.	On 31st Oct. at 3 p.m.
Bombay & Colombo	Indus Maru	Ozaka Shosen Kaisha	On 4th Nov.
London and Antwerp	Celebes Maru	Ozaka Shosen Kaisha	On 8th Nov.
London via S'pore, Pang & C'bo &c.	Kaga Maru	Nippon Yusen Kaisha	On 31st Oct. at Noon.
Mauritius, Delagoa Bay, Durban	Seaside Maru	Ozaka Shosen Kaisha	On 17th November.
Bombay, via Singapore, Malacca & Colombo	Kiva	P. & O.-B.I. & A.	On 1st Nov.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1
NANYO MARU No. 2
NANYO MARU No. 3
SODEGAURA MARU.
KYODO MARU No. 13
TAMON MARU No. 1
ASOSAN MARU.
CHEIAN MARU.
KUMAKATA MARU.

For Particulars Please Apply to:
M. KOBAYASHI, Agent.
Tel. No. 140 & 155. Top Floor, King's Building.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.
(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 515).

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.
THE Steamship
"SHINGO MARU."
FROM SAN FRANCISCO, HONO-
LULU, JAPAN PORTS AND
MANILA.

The above named Steamer, having arrived Wednesday, October 23, consignees of Cargo are hereby notified to present their bills of lading for counter-signature, and take immediate delivery from alongside steamer or the Company's Godown, where all cargo impeding immediate discharge will be landed at consignees' risk.
Storage will be assessed on cargo remaining undelivered after Tuesday, October 23.
All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined, on Tuesday, October 23, at 10 A.M.
No claims will be recognized after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.
No Fire Insurance whatever will be effected.
T. DAIGO,
Manager.
Hongkong, October 23, 1919

NOTICE TO CONSIGNEES.

TOYO KISEN KAISHA.
THE Steamship
"SEIYO MARU."
FROM SOUTH AMERICAN PORTS via
SAN FRANCISCO, HONOLULU &
JAPAN PORTS.

The above named Steamer having arrived Thursday, October 23, consignees of cargo are hereby notified to present their Bills of Lading for counter-signature, and take immediate delivery from alongside steamer or the Company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.
Storage will be assessed on cargo remaining undelivered after Wednesday, October 23.
All broken, chafed and damaged packages will be landed into the Company's Godown, where same will be examined on Thursday, October 23, at 10 A.M.
No claims will be recognized after the goods have left the steamer or godown, and none will be entertained if presented later than three weeks after arrival of steamer.
No Fire Insurance whatever will be effected.
T. DAIGO,
Manager.
Hongkong, October 23, 1919.

REGULAR SERVICE FOR

FREIGHT BETWEEN
HONGKONG,
BANGKOK
and/or
SINGAPORE.

NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.
NOTICE TO CONSIGNEES.
FROM NEW YORK.

THE Steamship
"CITY OF FLORENCE"
having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd. whence delivery may be obtained.
No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 22nd October will be subject to rent.
All claims against Steamer must be presented to the Undersigned on or before the 28th October, 1919, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 21st October, at 9 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
THE BANK LINE LIMITED.
General Agents.
Hongkong, October 15, 1919.

FROM BOMBAY AND SINGAPORE.

THE Japanese Steamship
"SODEGAURA MARU,"
having arrived, Consignees of Cargo are hereby notified that all the Cargo will be landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. whence delivery may be obtained.
No claim will be admitted after the goods have left the Godowns and goods port cleared by the 31st instant will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined at 10 A.M. on THURSDAY, the 30th inst., by Messrs. Goddard & Douglas.
Claims against the Steamer must be presented in writing within 10 days after the arrival of the Steamer, otherwise they will not be recognized.
No Fire Insurance will be effected by the undersigned in any case whatsoever.
Bills of Lading will be countersigned by the undersigned.
GEO. GRIMBLE & Co.,
Agents.
Hongkong, October 24, 1919.

P. & O. S. N. Co.

STEAM FOR
STRAITS, COLOMBO, BOMBAY,
EGYPT, MEDITERRANEAN PORTS
AND LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTINEN-
TAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Homeward Mail Steamer Dunera
carrying His Majesty's Mails will
be despatched from this port on or about
18th November for the above
ports. Passengers accommodation in
the connecting vessel, if available secured
before departure from Hongkong.
Silk and Valuable Cargo for Italy,
France and London (arrangement)
will be conveyed in this steamer
proceeding via Bombay and there
transhipped to the oncoming steamer
for Marseilles and London.
Parcels will be received at this Office
until 12 Noon on the day before sailing.
The contents and value of all packages
are required.
For further particulars, sailing dates,
etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, Oct. 7, 1919.

KWONG SANG & CO.

21, 22 & 23 Connaught Road Central.
Ship-Chandlers, Metal and
Coal Merchants, Sailmakers,
Provisioners, Contractors, Riggers and
Stevedores, Engineers Tools.
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THE FUTURE OF BRITISH SHIPPING.

A statistical summary of the information contained in the new edition of Lloyd's Register of Shipping—the first issued entirely free from censorship since war began—does not, it must be confessed, make particularly cheerful reading for the British shipowner, shipbuilder, or merchant. But the medicine of cold-water truth had to be taken sooner or later, and it is as well to face the dose in the spirit which will conduce most rapidly to its purgative and tonic effects. The main figures have had wide publicity, and it is not necessary to go into them in detail. The outstanding and vital facts are that since 1914 the world's shipping tonnage has increased by nearly 21 million tons, that the tonnage of the United Kingdom has declined by about the same figure, and that Atlantic tonnage has increased by 71 million. All the other chief shipping countries show a more or less serious decrease, except Japan, Holland, and France. The French increase is trifling, but it indicates how deeply the French Government during the war looked after the interests and prospects of French shipping. A like course, combined with the practical mobilisation of Dutch shipping during the war, accounts for the increase in Holland's tonnage. Among the smaller nations there is shown the most serious decline, and though her losses are trifling in a world perspective, they will have an unfortunate effect in delaying the economic recovery of the Balkan region and Asia Minor. The Japanese increase is notable inasmuch as, apart from the United States, it is the only instance of a positive increase according to the calculations of difference between the actual figures of 1919 and what would probably have been the present figures if no war and no other place Japan shows a close gain of 20,000 tons. Should Japan's rate of increase be maintained, she will dominate the shipping as well as the political situation in the Far East to a greater extent than was thought probable before the war.

Japan's influence, however, will always be in a world-wide local, and it will necessarily be restricted by her political difficulties and the narrow range of her native resources. It is on the American figures that our attention is centred. They represent a "positive" as well as an actual gain of over seven million tons, and the effect of them is to give America 21.9 per cent. of the world's tonnage, as against 14.6 in 1914, whereas our percentage of world tonnage has fallen from 11.6 in 1914 to 8.1 in 1919. To put it in another way, the present shipping tonnage of the United States is nearly double that of Germany in 1914. She has taken the place of Germany as our most serious shipping rival, and whereas Germany in 1914 held that place with not much more than a fourth of our tonnage, the United States holds it now with considerably more than half.

It is clear, then, that if the prosperity of the world as a whole depends on the speed with which the nations collectively can make good their "positive" shortage of over seven million tons, the future of British shipping and the relative economic position of Britain will depend very largely on our ability to alter somewhat in our favour the relative shipping positions of America and ourselves. To estimate our chances of doing this, it is necessary to look at the positions of both countries a little more closely.

Though the American shipping boom was due to abnormal causes, and was in some respects artificial, there is no doubt that American shipbuilders and shipowners' main business. Shipping enterprise in America has been linked up with a great forward movement in all departments of foreign trade, and the list of the 62 trade routes established and directed by the U.S. Shipping Board is sufficiently formidable. For some time to come America may bulk uncomfortably large on certain of the main trade routes that we used to regard as exclusively our own. But great economic factors have got to be reckoned with. America is inherently a "land" country. The enormous riches of her territories still offer golden chances to capital. America will not remain any longer in ocean shipping than it will pay her to do so. Already many of her shippers are closing down, and the appeals to patriotism in the unannouncements of the U.S. Shipping Board are significant of something provisional and almost artificial in

the whole situation. Moreover, if labour troubles follow the same cycle as in Europe, the effects of the long sailings to the ports and of the high expenses of running ships will begin to be acutely felt in America. The United States will never recede to her old position, and she will certainly secure permanently some of the trade formerly controlled by Germany. But if British shipping regains anything like its old efficiency, natural and traditional advantages will reassert themselves in our favour.

Circumstances in America, however, will only act negatively in our favour. The positive movement must come from us. Labour settlement is the first essential. When that has been achieved we must bend our faculties towards obtaining the maximum possible results from our coal mines and from coal itself—for the advantages of oil fuel lie mainly with America, and our shipping, with all our industries, rests chiefly on the only substance in which our island is really outstandingly rich. In plain terms, we must conserve to build ships, not only better, but also at a lower cost per ton than the United States. If that fortunate result is achieved, the rest will follow or will have followed. With an adequate command of coal, and slightly lower costs of construction and maintenance, our shipbuilders and shipowners can safely be trusted to do the rest. The labour situation is really the crux of the whole matter. Unless the habits of steady and honest work reasserts itself, all talk of future prospects is pathetically vain.

Alas, we have in our favour, as has been pointed out, the fact that the constitution of our mercantile fleet is more suitable for ocean traffic than that of the American fleet. Undoubtedly, too, the average quality is decidedly one of the things that will tell in the coming days of keen competition. And these days are not very far distant, if one may judge from a significant fact that emerges from an analysis of Lloyd's figures. The new tonnage under construction throughout the world amounts to nearly eight million tons. This is roughly equal to the world's loss in shipping during the war. But in the "normal" course—that is, had there been no war—only three million tons a year of new tonnage would have been required to maintain the average increase. Within a year, it is calculated, shipbuilding will have got abreast of shipping requirements, and these will then call for only about half of the shipyards as at present in operation. The test of the survival of the fittest will be silently but inexorably applied. How will British shipyards come out of the test?—From *The Journal of the Glasgow Chamber of Commerce*.

SHIPBUILDING IN AUSTRALIA.

It is reported from Sydney, N.S.W., that three steel vessels have been added to the fleet of the Commonwealth Line. The "Delungra" and "Dromana," having been launched in March, and the "Bleeker," which was christened on April 14, are being fitted out and will enter the service. The "Bleeker" is an all-round cargo carrier, although she was built primarily as a fuel carrier for the Australian Navy. The other two vessels are of the fisherboat type, and were turned out at Walsh Island Dockyard at Newcastle.

A recent official statement was made to the effect that the cost of the vessels, including interest, depreciation and working charges, would not exceed the original rough estimate of £28 per ton, and that the cost of a similar vessel abroad would be in the neighbourhood of £38 or £40 per ton at present. The wages paid in connection with the "Dromana" were £3,000 more than what would have been paid in Great Britain, and the engine, it was stated, had cost £7,000 more; also that lower costs for labour and material were necessary to make the shipbuilding in Australia commercially successful.

About four months ago, owing to the "go slow" methods of the riveters engaged at the Cockatoo Island Dockyard, Sydney, in the construction of the "Bleeker," a summary notice of dismissal was served on the men, and they were only permitted to resume work on piecework conditions.

These conditions resulted as follows:—Platers averaged £1 15s. 0d. per day; riveters by hand, £1 0s. 1d.; riveters using pneumatic hammers, £1 2s. 7d.; platers' helpers, £1 7s.

DARING ROBBERY.

A FAMILY ATTACKED.

A daring robbery was perpetrated this morning at 8 a.m., when four men entered No. 8 Yue Lok Lane and stole \$700 worth of jewellery and \$120 in money. It appeared that one of the robbers climbed over the partition of the staircase and opened the door from the inside. The robbers then entered the house, and went in to a cubicle. One of the men pointed a revolver at a man, and threatened to shoot. They were bound and gagged. The boxes were then ransacked and the jewellery and money stolen.

No arrests have been made.

PASSENGER WITH OPIUM.

HIS VOYAGE DELAYED.

A passenger on board the s.s. "Quinnong" was charged before Mr. R. O. Hutchinson this morning with the unlawful possession of 92 tins of raw opium.

Defendant denied the possession and said he was only keeping charge of the box (containing the opium) which belonged to his friend. A Chinese constable stated that at 11 a.m. yesterday he was on watch duty on board the s.s. "Quinnong." He saw the defendant sitting by the side of a box. He asked him for the key to open the box. When the opium was found, defendant said he knew nothing about it. He said he came from Canton and was on his way to Swatow.

He was fined \$500 or three months.

At pneumatic drillers, £1 1s. 0d., and caulkers, 10s. 0d. Compared with the old award rate of 12s. per day, the results showed an increase in earnings as follows:—Platers, 100 per cent.; riveters (hand), 114 per cent.; riveters (pneumatic hammers), 88 per cent.; platers' helpers, 139 per cent.; pneumatic drillers, 62 per cent.; and caulkers, 37 per cent. Where the platers were earning the minimum of £3 12s. per week, they are now averaging £10 14s. 0d. per week.

During the war period a number of contracts were let to private firms for the construction of small concrete vessels of about 1,500 tons in the various ports of the Commonwealth. All these contracts have now been cancelled, and the question remains to be decided what is to be done with such portion of the hulls that have been constructed. None of these have got past the stage of setting up the frames. Several of the firms whose contracts have been cancelled have announced their intention of completing the vessels.

The Federal Government has decided on the continuance of the shipbuilding scheme as regards the steel cargo carriers. It has been announced that several vessels of 10,000 tons will be constructed, and that Sydney will be the port so favoured. Owing to its proximity to the Broken Hill Proprietary Company's works, and the chief coal supplies of Australia, and other natural advantages, Sydney is undoubtedly the most suitable port for shipbuilding purposes.

Taking into consideration the fact that not more than 10 per cent. of the men employed had had any previous experience in connection with shipbuilding, it is stated that the authorities do not view with alarm the increase cost of labour, and they anticipate that, with more experience, the cost will be considerably reduced.

The Commonwealth Government recently announced its firm intention to continue its shipping operations regardless of whatever opposition might be placed against it, also that it had no intention of disposing of the present fleet, which was originally established for the purpose of providing freight facilities during the currency of the war. Strong opinions were then expressed regarding the Government's action in purchasing small and somewhat antiquated vessels at what seemed to be an exorbitant sum, but subsequent events proved the wisdom of the course adopted, and many a ton of freight was lifted between foreign and other ports and Australia at extremely profitable rates.

At present 40 steamers are being operated by the Commonwealth Government, and it has also been directing the course of 19 ex-enemy steamers almost since the commencement of the war.

GREYNA DEMOBILISED.

A TOWN OF EMPTY HOSTELS.

A special correspondent of the *Manchester Guardian* writes: Greytna, the town which sprang into being with almost magical suddenness in response to the imperious need for explosives in 1916 and 1917, may be almost as quickly effaced. The arresting band of a hardy economy has brought all the cordite manufacturing plants distributed over this wide area to a standstill. It is the definite stoppage of all work as much as the fact that 8,000 people, the rearguard of the great army of munition makers, who invaded this tract of border country, are to be thrown idle which is of new significance.

It is true that the Government are accredited with the intention, on the authority of a local official, of sticking to Greytna. It is said, moreover, that they contemplate resuming work as the present stocks of cordite become depleted. But that is to come about is not explained, and the only light the official mentioned could throw on the matter when approached was that cordite deteriorated in course of time and must be replaced. If work were resumed it could only be on a very modified scale, even though a hope which is held out by the fact that some other processes such as the filling of cartridges were introduced as an added justification for the stop.

But however this may be, employment can never be found for all of the people who were here in the days of intensive cordite production, and for whom habitations of one kind and another were hurriedly erected. The decision of Greytna seems inevitable, and the town as I saw it yesterday and again to-day seems sadly conscious of it. There is a melancholy air about it. It appears to be revolving the question, to vary the poet's words, "Where are the crowds of yesterday?" It is all too apparent that they have fled.

During the boom period 13,000 of the 26,000 persons employed were actually housed in Greytna and thereabouts, the remaining 13,000 travelling daily by shift trains from Carlisle and Annan. There are hardly more than 3,000 people living in the neighbourhood. These figures are, in themselves, commentary sufficient on the transformation. Greytna is at the heart of this munition area. Its western extremity is confined by the township of Dornock, four miles away, and eastward it is bounded by the township of Moss Bank, distant three miles.

If you can picture an ordinary military camp partially deserted, transplanted to these fields and grassy land, rising gently from the shore of the Esk, you have a very fair idea of what Greytna looks like, with this difference, that here and there cutting across the regimental lines of wooden huts are rows of dwelling-houses, sometimes in red brick and sometimes in white stucco. Another point of variance is that there are two or three aggressively new churches which have all the air of having survived the spiritual needs as many of the wooden huts and all the hostels have survived the material needs that call them into existence. From here any clear day you may see the sun rise above the dark cluster of the Lakeland hills or set in the silver distance of Solway Firth. It is the storied Border Land of the foray and the border trooper.

As I have stated, in 1917 there were 26,000 persons engaged either in cordite-making at Greytna or in the manufacture of its constituent parts at Dornock and Moss Bank. That number decreased gradually during 1918. At the armistice 18,000 was the figure, and in the intervening nine months it has been brought down to 3,000, and now by the last decision of the Ministry of Munitions it is to be reduced to a mere 400. These persons are to be retained for maintenance purposes. It is clear that at no time have there been wholesale dismissals such as might have brought hardship to thousands, and it is generally allowed here that in this case at all events the Ministry of Munitions have acted with some foresight and consideration. The people who remain in Greytna have been mostly absorbed in industry in Carlisle and travel to and fro each day by rail.

A TOWN OF A DAY.

Perhaps the most notable indication of the way in which the population has shrunk is furnished by the hostels. They number about 140, and are commodious wooden structures in which on an average 70 per-

"SACK THE LOT."

LORD FISHER'S LETTER.

Lord Fisher, the ex-First Sea Lord, wrote recently to *The Times*—

The more millions a day we are spending more than our income will not be saved by trifles or by trifling. It is incredible—it is uncalled for—it is ruinous waste that the cost of the Fleet is now 140 millions a year! (In 1904 it was 34 millions!) So the whole national expenditure before the war was only a third more than the present Navy Estimates. Then a huge anti-German Fleet had to be ready to strike! Now that German Fleet is at the bottom of the sea!

Yes! Thank God, our pre-war Fleet was instantly ready and was efficiently ready to strike! But it didn't! It was the Lord that struck! There was no Napoleon, no Nelson, no Sedan, no Trafalgar! It was "the Angel of the Lord went forth," and the German Fleet were as "Dead corpses in the morning" (a la Sennacherib) when that armistice (which annihilated Germany) was proclaimed at the eleventh hour of the eleventh day of the eleventh month of 1918. Imagine! Here we are, getting on for a year ago, and yet spending this prodigious excess of two millions beyond our income!

I have to say from severe experience and great obloquy that Departmental Committees or Cabinet Committees or even Prime Ministers are no use in such an extremity. You must turn out the whole spendthrift crew "neck and crop" who are responsible for this ruinous waste of money.

You must be ruthless, relentless, and remorseless! Sack the lot! These fearful souls who always shudder to "shoot at sight" and to "think in oceans" must take courage.

We are wasting money on half the Navy because it is obsolete already by the immense development of big, fast ships and huge guns (the last light cruiser launched has more horsepower than the "Lusitania," and the public saw recently in the Thames the monster 18-inch Navy gun used in the war, and the 20-inch gun was ready to be built when I left the Admiralty on May 22, 1915), so half the Navy wants scrapping and the other half will be equally useless in a very few years because of the internal combustion engine and oil!

Let us all pray that Sir William Watson (our great poet) will not appeal in vain to his countrymen, in his wondrous poem "The Doom," to retrench!

If the nation don't sack the spendthrifts, "Then is the day of crumbling not far off."

"THE TIMES" ON LORD FISHER. The *Times* in its comment on the letter says:

"Frankly, we distrust these short cuts to the millennium even when Lord Fisher presents himself as a guide to them. . . . He declaims against the present cost of the Navy as being grossly extravagant; and with justice, as it seems to us, if he had added the natural rider that this cost is admittedly not to be the permanent cost, but is in process of being cut down with a severe hand. . . . Even more vulnerable is his suggestion that the disappearance of the German Fleet should justify the starvation of the Navy."

"The peace problems of the British Navy involve to mention only two points—sea power in the Pacific and the development of Dominion naval forces. . . . They may suggest that the disappearance of the German Fleet is not the end of all things for the British Navy. The truth is that Lord Fisher writes both as the maker of the Navy which won the war and as a great Admiralty administrator, who has had experience of the saving that can be effected by vigorous administrative economy, and burns to apply the lessons of his experience now. There he is quite right; but clearly his letter is not intended to apply to broad questions of Navy policy and the expenditure which they entail."

FORTHCOMING WEDDINGS.

The following weddings are announced to take place shortly: Mr. E. J. Ainslie of Messrs. Lane, Crawford and Co., to Miss Annie Elizabeth James en route from England by the s.s. "Kitano Maru"; Mr. V. A. Yvanovich, broker, to Miss Pura Maria de Carvalho of No. 2 Kimberley Road, Kowloon; and Mr. V. F. d'Azevedo of the Canadian Pacific Ocean Service Co., to Miss Bertha Maria Noronha of No. 9 Belilios Terrace.

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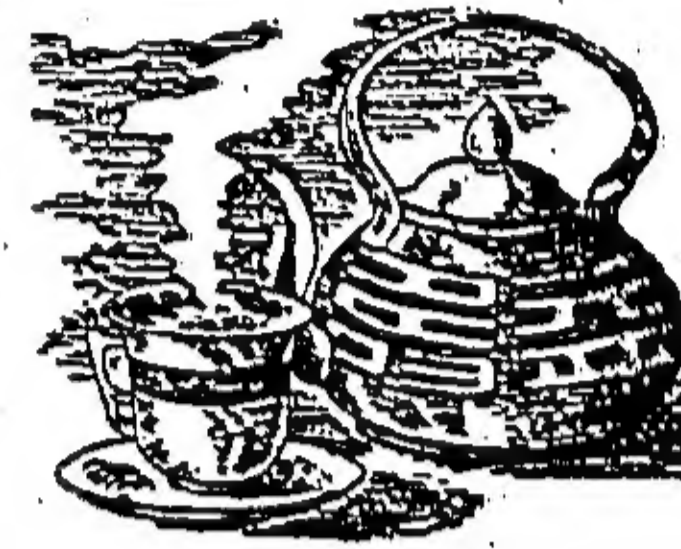
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IF YOU are in the grip of Rheumatism, Sciatica, Lumbago, Gout, etc.

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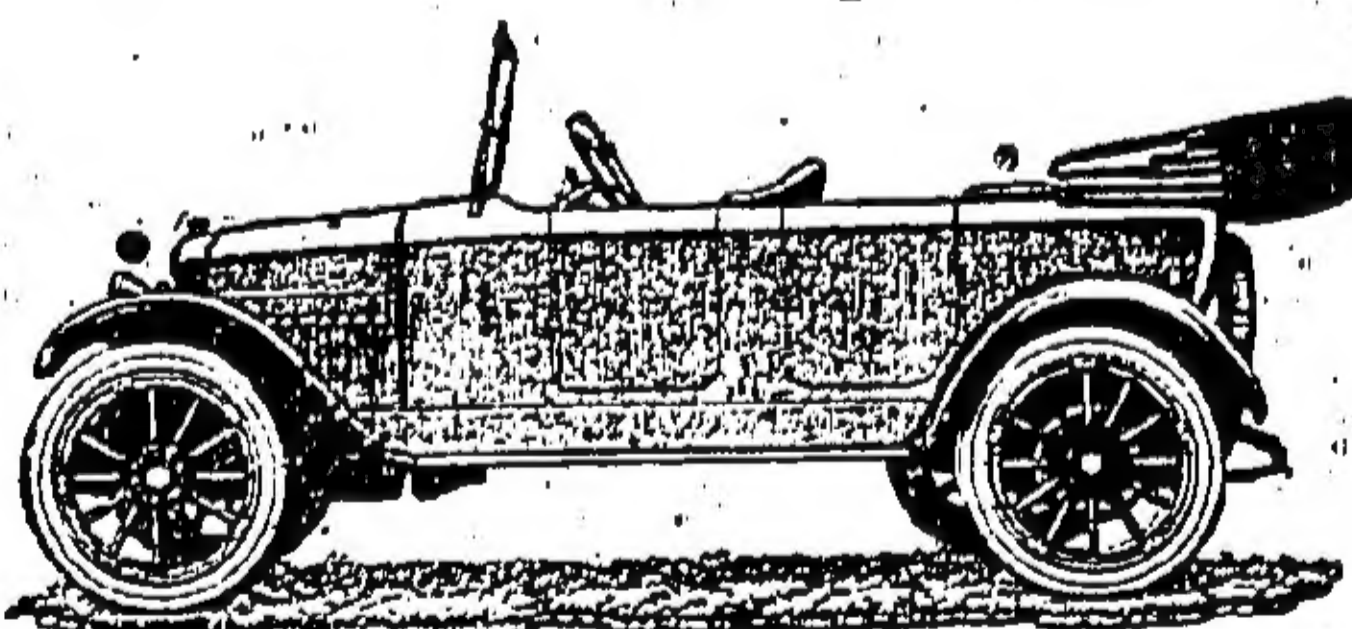
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CHINESE LABOURERS.

SCHEME FOR SECURING LARGER IMPORTATIONS.

Mr. F. A. Wright, acting hon. secretary of the Chinese Labour Committee of the Negri Sembilan Planters' Association, writes that a meeting of the committee was held on September 30 last. The sub-committee then appointed to put the committee's Chinese immigration scheme into definite shape, he says, has this work already in hand, and with the object of acquainting with the outlines of the project all employers interested and of obtaining their suggestions, and also in order to ascertain the extent of the support which may be relied upon a letter is being circulated throughout those parts of the country where employers have not yet been directly communicated with on the subject. The support of Johore, Malacca and Negri Sembilan is already assured.

The letter, which is dated from 106, Birch Road, Seremban, F.M.S., October 8, and signed by Mr. Wright on behalf of the committee, says:—
Dear Sir,—As you are no doubt aware, the shortage of Chinese labour throughout the country is assuming such formidable proportions as to cause very considerable uneasiness to all Chinese labour employers. That this shortage is intimately connected with the unreasonably high rates of wages goes without saying and it appears certain if the rate of progression of the past few years is continued that most of the purely Chinese employing estates will be faced with the difficult problem of producing rubber at a profit.

The gravity of the position has forced the Southern States of the Peninsula seriously to consider means for its amelioration, and, as a first step in that direction has elected a representative committee to formulate a scheme for the importation of increased numbers of Chinese coolies.

This proposed scheme has as its basis an assessment on all employers of Chinese labour throughout the country and will follow the lines of the Tamil Immigration scheme which has proved to be so successful. It is suggested that the assessment might be levied on the aggregate number of days worked by Chinese during each quarter and a rebate paid for every coolie imported, either through the proposed organisation or by individuals. Employers would therefore stand on common ground. An organisation would be created for recruiting in China so that each employer of Chinese labour should in time be assured of a supply commensurate with his needs.

It is with the object of enlisting your sympathy and support that we now address you, and we shall be glad to hear whether:—(1) This proposal has your support; and if so (2) The number of additional coolies you require to meet your need (a) at present (b) during the next two years.

8. If you cannot give this scheme your support—what you would suggest as a remedy for the present shortage of Chinese labour? The prevalence of crimping Tamils being largely due to the shortage of labour it is therefore undoubtedly to the advantage of all employers to support such a movement.

The matter being one of some urgency it is requested that your reply should be sent to reach us within ten days as it is the intention

THE PRIME MINISTER'S STATISTICS.

DEMOGRAPHIC AS MISLEADING.

I beg you to allow me to direct the attention of the public here, and, what is even more important, of people abroad, to the fact that there is no foundation whatever for the Prime Minister's statement to which I listened with amazement in the House of Commons—that the United Kingdom this year will have an adverse balance of 800 millions sterling. If the statement were true one would hesitate to shout it on the housetops. The more reason not to shout it when it is not true.

In the first seven months of this year the actual excess of imports of merchandise was 400 millions. At this rate, and assuming that our rapidly advancing exports and re-exports advance no more, there will be an excess of imports of merchandise for the whole of the year of 700 millions. But against this there are, of course, the "invisible exports," as Sir Robert Clifton called them, or exports of services, to the tune of fully 400 millions, leaving an adverse balance, not of 800 millions, but of 300 millions—a figure of very different magnitude. The Prime Minister told the House to "look at the facts," and then actually omitted the very important fact that the earnings of our shipping are enormous. Even if there is an error of 100 millions in the figure I have submitted it would raise the adverse balance to 400 millions, or one half the figure named by the Prime Minister in addressing the House of Commons and the world. What have we done to deserve that our trade and our credit should be publicly decry by the head of the nation?

I have referred to the rise in exports. In the month after the Armistice they were 41 millions; in July last they were 77 millions. Mr. Lloyd George did not mention that fact in a speech in which he asked the nation to believe that it had an adverse balance of 800 millions.

I ask leave in a very few words to refer to the Prime Minister's attack on myself. He endeavoured to reflect upon the coal Commission by denouncing two of the Commissioners for giving evidence before the Commission. Very untruthfully, he said that such action was unprecedented. As a matter of fact, to give only one example, when the Archbishop of Canterbury was a Royal Commissioner on a matter touching the Church he gave evidence to the Commission, and he did so very properly, because he had special knowledge of the subject. I, through four years of practical experience, had a special knowledge of how nationalisation saved this country in the war, and I was not only entitled to give evidence to the Coal Commission, but it would have been wrong for me not to have done so. It is amusing to observe that in the speech of the Prime Minister to which I have referred Mr. Lloyd George himself put before the House of Commons as good evidence some of the considerations which I thought fit to submit to the Royal Commission on Coal.

August 21. LEO CRIOZZA MONEY.

tion of the committee to approach Government with the view of obtaining the necessary support to this scheme.

CHURCH SERVICES.

St. Andrew's Church, Kowloon.

10TH SUNDAY AFTER TRINITY.—Oct. 26th.

Holy Communion at Mid-day and after Evensong.
Morning Prayer at 11 a.m.

Responses, Psalms, Venite, Rejoice; Psalms, of the 95th Morning: Verses, 105-112—Baker, 113-120—Armes, 121-122—Grease; Te Deum, Woodward, Smart and Tyle; Benedictus, Garrett; Kyrie, Mendelssohn. Hymns, 17 (1st Tune), 10, 31, 45, 57.

Evening Prayer at 6 p.m.
Responses, Psalms, of the 23rd Evening: Verses, 143-153—Barnby, 153-160—Littleton; Magnificat, Smart—14th Evening:—Nunc Dimittis, Felton. Hymns, 372, 344, 149, 38 (A. & M. 477).
N.B.—Choir Practice next Friday at 6.00 p.m.

Union Church, Kennedy Road.

Sunday Services, October 26.
Morning Service, 11 a.m.
Hymns: 5, 813, 284, 236; Psalm 67.
Subject: The Church in Sardinia.
Evening Service, 6 p.m.
Hymns, 17, 123, 147, 354.
Preacher: Rev. J. Kirk Macdonachie.

St. Peter's Church, West Point.

Sunday, October 26.
8 a.m.—Holy Communion.
11 a.m.—Morning Prayer and Sermon.
Preacher: Rev. G. T. Waldegrave.

Feak Church.

8.15 a.m.—Holy Communion.
6.30 Evening Service.

The Gospel Hall.

10 & 12 PRINCE STREET.
Weekly Services.—Sunday: Breaking of Bread for Believers only, 11 a.m.
Gospel Meeting, 8 p.m.
Bible study, Tuesday, 6.30 p.m. and Thursday, 8 p.m.
Friday, Ladies' Bible study, 5.30 p.m.
Saturday, Prayer Meeting, 6 p.m.

First Church of Christ, Scientist, MacDonnell Road.

Sundays, 11 a.m.
Wednesdays, 5.30 p.m.

Wesleyan Methodist Church, Wanchai.

Morning Service, 10.15 a.m.
Evening Service, 6.15 p.m.

Soldiers' and Sailors' Home, Arsonal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

Roman Catholic Cathedral, Gloucester.

Mass at 6, 7 and 9.30 a.m.
High Mass at 8 a.m.
6.30 p.m.—Benediction of the Blessed Sacrament.

CHILDREN'S COLDS.

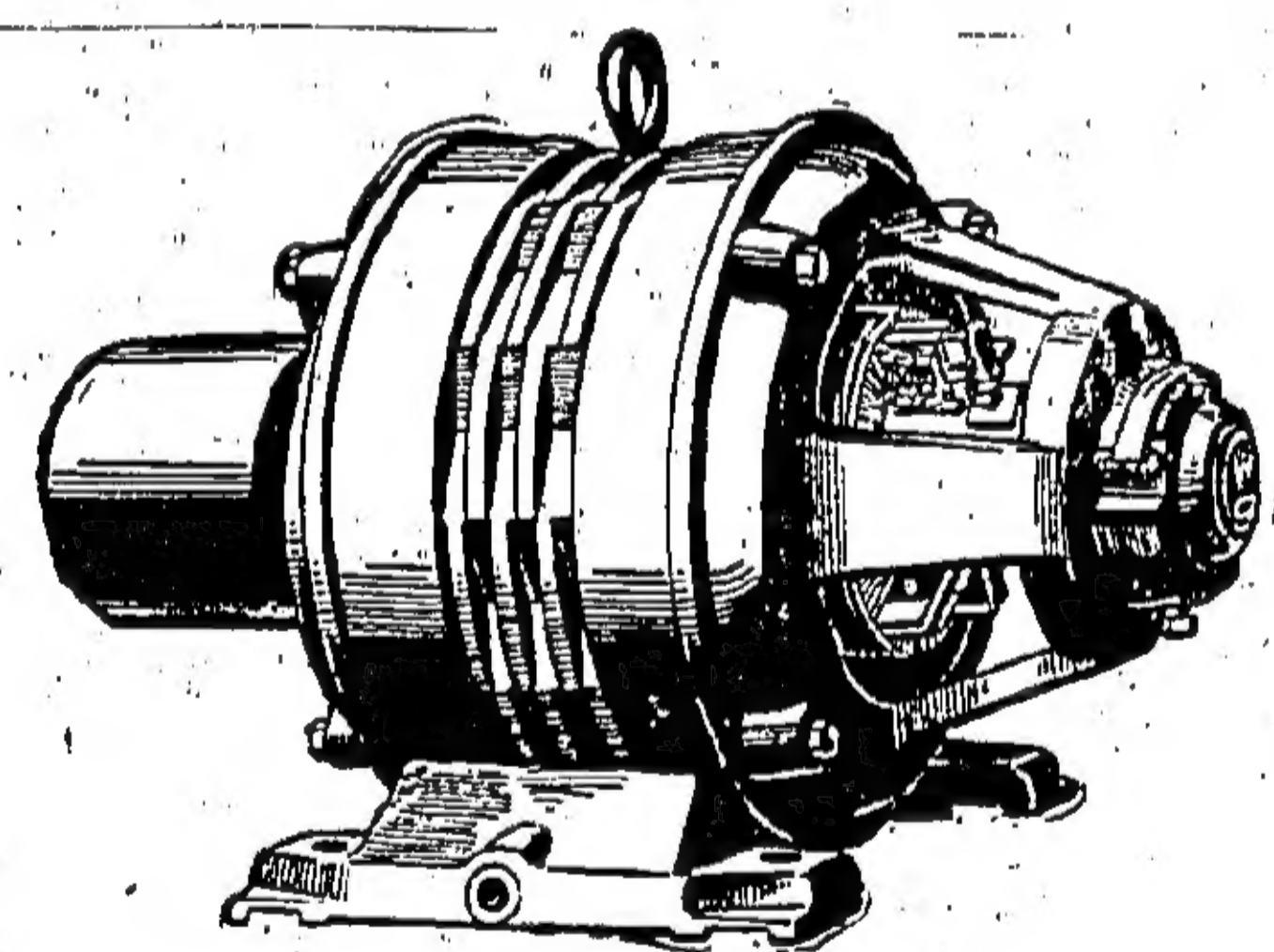
WHY let the children rack their little bodies in such a distressing manner when you can so easily cure their colds with a bottle of Chamberlain's Cough Remedy? For sale by all Chemists and Storekeepers.

GERIN, DREVARD & CO.

HONGKONG, St. George's Building. Tel. 114.
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SOUTH CHINA
FOR

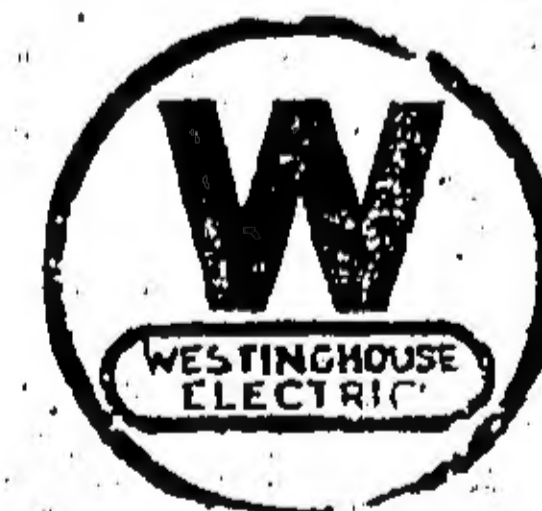
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TYPE A.R. SINGLE PHASE MOTOR.

We offer you free the services of our Engineering Staff to help you select your WESTINGHOUSE equipment.

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AVAILABLE

RIDE A RIGID, RAPID, RELIABLE

RALEIGH

THE ALL-STEEL BICYCLE

with bearings of diamond-hard surface to give perfect ease of running and toughest core to ensure practically unbreakable strength, of tough, fibrous, highest quality steel.

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ALL THE WORLD OVER**

Raleigh Cycle Co., Ltd.
Nottingham, England.

CASTLE PEAK BAY.

The new road from KOWLOON to CASTLE PEAK BAY affords a quick, comfortable and interesting journey to this popular resort if you use the reliable Cars of the best makes from the

DRAGON MOTOR CAR CO.

You can Telephone 482 and a Car will meet you at the Kowloon Ferry.

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CARS Stored and Garaged. All Motor Accessories stocked.

CARS overhauled and repaired by expert mechanics under European supervision. Moderate charges.

LADIES and GENTLEMEN taught to drive at moderate inclusive terms.

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HUDSON, (7 passenger car).
White Wire Wheels & Cord Tyres.

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A new Car to the Colony manufactured by the well-known Hudson Motor Car Co., Detroit. Cars en route.

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SUN COMPANY, LIMITED.

WELLINGTON KNIFE POLISH
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BLACK LEAD SOAP FOR CLEANING PLATE
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NEVER BECOMES DRY & HARD LIKE OTHER METAL PASTES

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON BUILDING," LONDON.

FOLLOW-THROUGH AT GOLF.

FOR AND AGAINST.

Evidently there are a great many golfers eager to free themselves of their submissive respect for that ancient adage of the game, "Follow through!" It can be shown that they have justification.

That is proved by the letters which have been received in regard to an article on the subject in the *Daily Mail*. In a chat which I had with Abe Mitchell, he expressed the view that thousands of players spoil their shots and lose distance through thinking all the while about the necessity of following through—that their efforts to "let the club go through to the full after the impact begin so early that they are off their balance before they hit the ball.

Certainly they cannot be blamed for harbouring such an obsession. The aphorism "Follow through!" has grown up with the game and become part of its religion. Mitchell is all for stopping the club as soon as you like after the hit.

Harry Vardon will have none of this, and has raised the interesting question as to how long the club and ball are in contact at the impact. That is important because if it can be shown that the club and ball are together, as Vardon thinks they are, for the first four or five inches of the ball's flight, then obviously the follow through is valuable, because during the period of contact the club must be guiding and giving velocity to the ball.

A CHALK TEST.

I find says Mr. R. E. Howard in the *Daily Mail* that a good many people are convinced that the period of contact is no mere matter of an instant. I believe that with the club-head moving at a tremendous speed and meeting a stationary ball which is known to be capable of impression, the latter cannot get away from the club-face until it has travelled a few inches.

Mr. J. Dring, writing from 10, Russell-chambers, Ebury-street, W.C., expresses this point of view as clearly as anybody. "If you chalk the face of the club," he says, "you will find that the ball leaves an impression—a bramble-pattern ball shows best—as large as a halfpenny, showing that the ball has compressed to that extent.

Now I cannot think that compression is instantaneous, or the return to the original shape either.

"I believe that the club is in contact with the ball during the act of compression and that the ball reacts on the club as it regains its

shape. Hence the contact is longer than is suspected, and increased by the follow-through. Were the club-an-iron hammer and the ball an iron one, the follow-through would not have the same effect."

Another correspondent asks: "Could good players impart so much spin to their shots if the club and ball were together at only that infinitely small portion of the ball's surface at which the club meets it? It seems to me that, in applying powerful back-spin, the leading golfers must make the ball virtually run up the face of the club as the two go forward at the impact."

CLUB AND BALL SPEEDS.

But many other people are satisfied that contact begins and ends at the instant of impact.

Mr. T. W. Henry, of 32, Walbrook, E.C., informs me that some years ago, in connection with litigation concerning certain patent rights to golf balls, he saw a machine, evolved by Professor Boys, which tested various matters to do with the ball's flight, and that Professor Boys expressed the opinion that, after the first impact, the contact ceased.

That was also the view of the late Professor Tait, who, while prefacing his deductions with the remark that they "offered only a rude attempt at a first approximation, considered that the initial speed of a well-driven golf ball was about 500ft. a second, and that the club-head travelled at about 300ft. a second. There remains the question as to the degree in which the period of contact is increased by the flattening of the ball at the impact.

F. H. Frostick, of the St. George's Hill Golf Club, Weybridge, writes: "My opinion is that any effort to follow through is bad and will produce bad shots. The effort should be to meet the ball in the position one took up at the beginning, with the necessary power to send it the required distance. If this is done, one's effort finishes at the ball, and the remainder of the swing is involuntary.

"Even if the club and ball are in contact for four or five inches, that is only an argument for a follow-through of six inches, because by then the ball will have left the club-face."

SUNSHINE AND COMMON SENSE.

DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain Balm. In a few days it will get you up and out into the sunshine, then Vetars will restore the rich red blood to your veins and soon rid the system of this troublesome disease. For sale by all Chemists and Storekeepers.

C. & B. ENGLISH SOUPS

30 Varieties — All Delicious

The Cuisine of one of the finest chefs in the world available for your table.

Crosse & Blackwell Guarantee these Soups to be made under ideal conditions, as are all their table delicacies.

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Dr. J. Collis Browne's

Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for
COUGHS, COLDS, ASTHMA, BRONCHITIS.

Acts like a charm in
DIARRHŒA, DYSENTERY, and CHOLERA.

Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY, WITH EACH BOTTLE.

New Genuine without the words Dr. J. Collis Browne's Chlorodyne on the Stamp.

Sold by all Chemists. Price in England, 1/11, 2/9, 4/6.

Sole Manufacturers: J. T. DAVENPORT & CO., Ltd., London, S.E.

Over 50 years ago the late Lord Beaconsfield testified to the benefits he received from HIMPOLD'S CURE, and every post brings similar letters to-day.

HIMPOLD'S CURE for ASTHMA

PAID FOR 40 YEARS.
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Beware of Imitations.

VETARZO NERVE FOOD

The latest discovery of modern times, it is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other causes. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, loss of appetite, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or debility of the vital forces, loss of vitality, harassing dreams, restlessness that keeps one awake, irritability of temper, female complaints, hysteria, headache, heart beating down, constipation, indigestion, night sweats, cloudy vision, watery eyes, etc., are all so many different phases of brain and nerve weakness, and exhaustion, the cause of which is the greater portion of the misery, ill-health and dependency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, awakens all weakening, wasting, disordered, and deranged energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless.

VETARZO Nerve Food. See next insertion for full particulars. Each bottle contains 100 capsules, and is supplied free of charge. For P.O. 2/6 for Trial Bottle of either remedy. 50, 75, 100, 150, 200, 250, 300, 350, 400, 450, 500, 550, 600, 650, 700, 750, 800, 850, 900, 950, 1000, 1050, 1100, 1150, 1200, 1250, 1300, 1350, 1400, 1450, 1500, 1550, 1600, 1650, 1700, 1750, 1800, 1850, 1900, 1950, 2000, 2050, 2100, 2150, 2200, 2250, 2300, 2350, 2400, 2450, 2500, 2550, 2600, 2650, 2700, 2750, 2800, 2850, 2900, 2950, 3000, 3050, 3100, 3150, 3200, 3250, 3300, 3350, 3400, 3450, 3500, 3550, 3600, 3650, 3700, 3750, 3800, 3850, 3900, 3950, 4000, 4050, 4100, 4150, 4200, 4250, 4300, 4350, 4400, 4450, 4500, 4550, 4600, 4650, 4700, 4750, 4800, 4850, 4900, 4950, 5000, 5050, 5100, 5150, 5200, 5250, 5300, 5350, 5400, 5450, 5500, 5550, 5600, 5650, 5700, 5750, 5800, 5850, 5900, 5950, 6000, 6050, 6100, 6150, 6200, 6250, 6300, 6350, 6400, 6450, 6500, 6550, 6600, 6650, 6700, 6750, 6800, 6850, 6900, 6950, 7000, 7050, 7100, 7150, 7200, 7250, 7300, 7350, 7400, 7450, 7500, 7550, 7600, 7650, 7700, 7750, 7800, 7850, 7900, 7950, 8000, 8050, 8100, 8150, 8200, 8250, 8300, 8350, 8400, 8450, 8500, 8550, 8600, 8650, 8700, 8750, 8800, 8850, 8900, 8950, 9000, 9050, 9100, 9150, 9200, 9250, 9300, 9350, 9400, 9450, 9500, 9550, 9600, 9650, 9700, 9750, 9800, 9850, 9900, 9950, 10000.

VETARZO REMEDIES on Government Stamp. SOLD BY BOOTHS, CASH CHEMISTS.

WOMEN HAVE LEARNED TO EAT.

The organizers of the newest of women's clubs have grasped one of the most striking facts about the woman of today. When the Forum Club is opened early next month careful attention is to be given to the provision of meals, and the kitchen will be staffed entirely by men, expert in the art of cookery. The tribute to man's superior skill is touching, but in itself it is less interesting than the tacit recognition of the truth that at last women have learned how to eat.

Before the war women who took meals in public places could be divided into two classes. There was the girl who came out of her office to get a midday meal, and there was the adventurous shopper who had decided not to go home to lunch. The girl from the office went to her accustomed tea-shop and ordered a glass of milk and a Joseph's coat selection of cakes. And the woman with the parcels hurried nervously into unusual restaurants and committed atrocities.

You know the sort of thing she used to do. *Table d'hôte* and a *la carte* were meaningless phrases to her. The waiter brought a card and she gazed at it with a desperate effort to look intelligent and at the same time to remember the French she had forgotten. In the end there would be a defiant finger jabbing at the some item in the bewildering list and a firm "I will have some of that." And then you could see her wondering what on earth it would be when it came.

War changed all that. Women went out to work and earned money, and had the spending of it in her own hands. Whether at work or at play, she had to take her meals alone or in the company of other women. Leave was infrequent, and there was a reliance on an experienced man available to solve the riddles of the menu, so she began to wrestle with those mysteries.

It was a matter of sheer self-defence in the beginning, for if she had the money which made those meals possible, she also had a real need of them. Everything was scarce, and the restaurants knew how to make the most of what there was. The girl from the office deserted cakes and milk and took to real food. And even the woman who stayed at home learned the wisdom of going out for her meals a few times a week.

Consequently woman has acquired the restaurant habit and the knowledge which goes with the habit. She studies the *carte du jour* with accustomed eyes and gives orders which make head waiters revere. The days when *hors d'œuvres* appeared amazingly between *pêche* Melba and lobster mayonnaise are past.

IF YOU WAKE UP

cross and depressed, with a coated tongue, a mean feeling in the head, a sense of feverishness or inefficiency, its time you took

PINKETTES

the dainty little liver and bowel regulators which act so gently as nature. Try them to-night and see how fit you'll feel to-morrow.

Of medicine vendors everywhere also 25 cents the vial, post free from the Dr. Williams' Medicine Co., 99 South Street, New York.

HONGKONG STOCK EXCHANGE.

HONGKONG, 25th OCTOBER, 1919.

OFFICIAL QUOTATIONS.

11 A.M.

Banking Exchange 4 1/2 T. T.

Hongkong Bank, 1-1830 b. 640 s.

Mandarin Insurance.

Canton Ins. ... \$ 440 s.

North China Ins. ... T. 800 b.

Union Ins. ... \$ 810 s.

Yangtze Ins. ... \$ 770 s.

Far Easters ... T. 83 b.

Fire Insurance.

China Fire Ins. ... \$ 138 s.

Hongkong Fire Ins. ... \$ 345 b.

Savings.

Douglas ... \$ 83 b.

H.K. Steamboat ... \$ 24 s.

Indo-China (Frd.) ... \$ 30 s.

Do. (Del.) ... 197 b.

Shell Transport ... \$ 185 s.

Star Lines ... \$ 30 b. 33 s.

Rivers.

China Sugar ... \$ 170 b. 170 s.

Malayan Sugar ... \$ 45 s.

Mines.

Kallian Mining Adm. ... \$ 101 b.

Langkats ... T. 13 s.

Shanghai Loans ... \$ 110 s.

Shai Explorations ... \$ 110 s.

Rauks ... \$ 110 s.

Tromps Mines ... \$ 110 s.

Ural Caspian ... \$ 110 s.

Docks, Wharves, Godowns, &c.

H. & K. Wharves ... \$ 110 s.

H. & W. Docks ... \$ 110 s.

Shai Docks ... \$ 110 s.

New Engineering ... \$ 110 s.

Lamps, Hoists & Buildings.

Central Estates ... \$ 110 s.

Hongkong Hotels ... \$ 110 s.

Hongkong Lands ... \$ 110 s.

Humphreys ... \$ 110 s.

Kowloon Lands ... \$ 110 s.

Land Reclamations ... \$ 110 s.

West Point ... \$ 110 s.

Common Mills.

Ewo Cottons ... T. 390 b.

Kung Yik ... T. 41 b.

Leon Kung Mow ... T. 240 s.

Oriental ... T. 140 s.

Shanghai Cottons ... T. 280 b.

Yangtze ... T. 21 b.

Miscellaneous.

Cements ... \$ 72 s.

China-Borneo ... \$ 152 b.

China Lights Old & New ... \$ 15 s.

China-Providents ... \$ 82 s.

Dairy Farms ... \$ 81 b.

Macao Jo. ... \$ 84 s.

Hongkong Ropes ... \$ 89 s.

H.K. Tramways ... \$ 8 s.

Peak Tramways (Old) ... \$ 7 s.

do. (New) ... \$ 30 s.

Steam Laundries ... \$ 82 b.

H.E. Steel Foundry ... \$ 10 b.

Water-works ... \$ 15 s.

Waters ... \$ 10 b.

Fowls ... \$ 12 b.

Wizards ... \$ 28 b.

BANKS.

ASIA BANKING CORPORATION HONGKONG.

Head Office—New York City.

OTHER BRANCH OFFICES:

Shanghai-Peking-Tientsin-Hankow-Manila, Canton.

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organized especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents are at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Local Currency, U.S. Gold, Sterling and France.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the world.

Travellers' Checks and Credits.

EXCHANGE.

Hongkong, October 25, 1919.

On London ... 4/5 1/2

On demand ... 4/5 1/2

On 30 days sight ... 4/5 1/2

On 4 months sight ... 4/5 1/2

On 6 months sight ... 4/5 1/2

On 12 months sight ... 4/5 1/2

On New York ... 83 1/2

On demand ... 83 1/2

On 30 days sight ... 83 1/2

On 60 days sight ... 83 1/2

On Bombay ... 222

On Calcutta ... 222

On Ceylon ... 222

On Hongkong ... 222

On Shanghai ... 222

On Canton ... 222

On Hankow ... 222

On Peking ... 222

On Tientsin ... 222

On Manila ... 222

On Cebu ... 222

On Batavia ... 222

On Singapore ... 222

On London ... 222

On New York ... 222

On Paris ... 222

On Berlin ... 222

On Rome ... 222

On Vienna ... 222

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THE CHINESE MERCHANTS BANK LTD.

HEAD OFFICE:

13, Queen's Road, Central.

General Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

DONG TOY, Chief Manager.

Hongkong, Sept. 15, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK LTD.

HEAD OFFICE: 100, Queen's Road, Central.

Branches: Hongkong, Shanghai, Canton, Hankow, Peking, Tientsin, etc.

DOMESTIC & FOREIGN BANKING SERVICE PROMPT.

Current Savings and Fixed Deposits bear interest at rates 3%, 4%, 5%, respectively.

Inquiry on our SPECIAL SERVICE will be welcomed.

J. CHANG L.Y., Manager.

Hongkong, July 7, 1919.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO. LTD.

(Capital Paid up—\$1,250,000.)

Loans on Mortgage of Real Property, etc.

Advances made on Mercantile Accounts, etc.

Loans on the Security of Stocks, Bonds, etc.

Loans on the Security of Bills of Exchange, etc.

Loans on the Security of Letters of Credit, etc.

Loans on the Security of Cheques, etc.

Loans on the Security of Promissory Notes, etc.

Loans on the Security of Endorsements, etc.

Loans on the Security of Receipts, etc.

Loans on the Security of Invoices, etc.

Loans on the Security of Bills of Lading, etc.

Loans on the Security of Warehouse Receipts, etc.

Loans on the Security of Consignment Notes, etc.

Loans on the Security of Receipts for Goods, etc.

Loans on the Security of Receipts for Money, etc.

Loans on the Security of Receipts for Shares, etc.

Loans on the Security of Receipts for Bonds, etc.

Loans on the Security of Receipts for Debts, etc.

Loans on the Security of Receipts for Claims, etc.

Loans on the Security of Receipts for Damages, etc.

Loans on the Security of Receipts for Penalties, etc.

Loans on the Security of Receipts for Fines, etc.

Loans on the Security of Receipts for Taxes, etc.

Loans on the Security of Receipts for Duties, etc.

Loans on the Security of Receipts for Licenses, etc.

Loans on the Security of Receipts for Permits, etc.

Loans on the Security of Receipts for Certificates, etc.

Loans on the Security of Receipts for Diplomas, etc.

Loans on the Security of Receipts for Degrees, etc.

Loans on the Security of Receipts for Honors, etc.

Loans on the Security of Receipts for Awards, etc.

Loans on the Security of Receipts for Prizes, etc.

Loans on the Security of Receipts for Medals, etc.

Loans on the Security of Receipts for Trophies, etc.

Loans on the Security of Receipts for Plaques, etc.

Loans on the Security of Receipts for Certificates of Merit, etc.

Loans on the Security of Receipts for Letters of Appreciation, etc.

Loans on the Security of Receipts for Letters of Commendation, etc.

Loans on the Security of Receipts for Letters of Recommendation, etc.

Loans on the Security of Receipts for Letters of Introduction, etc.

Loans on the Security of Receipts for Letters of Reference, etc.

Loans on the Security of Receipts for Letters of Endorsement, etc.

Loans on the Security of Receipts for Letters of Approval, etc.

Loans on the Security of Receipts for Letters of Disapproval, etc.

Loans on the Security of Receipts for Letters of Censure, etc.

Loans on the Security of Receipts for Letters of Praise, etc.

Loans on the Security of Receipts for Letters of Condemnation, etc.

Loans on the Security of Receipts for Letters of Vindication, etc.

Loans on the Security of Receipts for Letters of Reconciliation, etc.

Loans on the Security of Receipts for Letters of Forgiveness, etc.

Loans on the Security of Receipts for Letters of Repentance, etc.

Loans on the Security of Receipts for Letters of Absolution, etc.

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Loans on the Security of Receipts for Letters of Forgiveness, etc.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

HEAD OFFICE: HONGKONG.

PAID-UP CAPITAL—\$10,000,000.

RESERVE FUNDS—\$10,000,000.

PROFITS—\$10,000,000.

CURRENT ACCOUNTS OPENED AND FIXED DEPOSITS RECEIVED.

INTEREST ON FIXED DEPOSITS.

For 3 Months—3% per annum.

For 6 Months—4% per annum.

For 12 Months—4 1/2% per annum.

LOOK TOONG SHAN, Chief Manager.

Hongkong, March 16, 1919.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:

